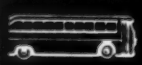
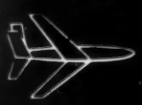
MARCH
15
1958

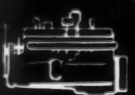


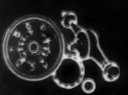










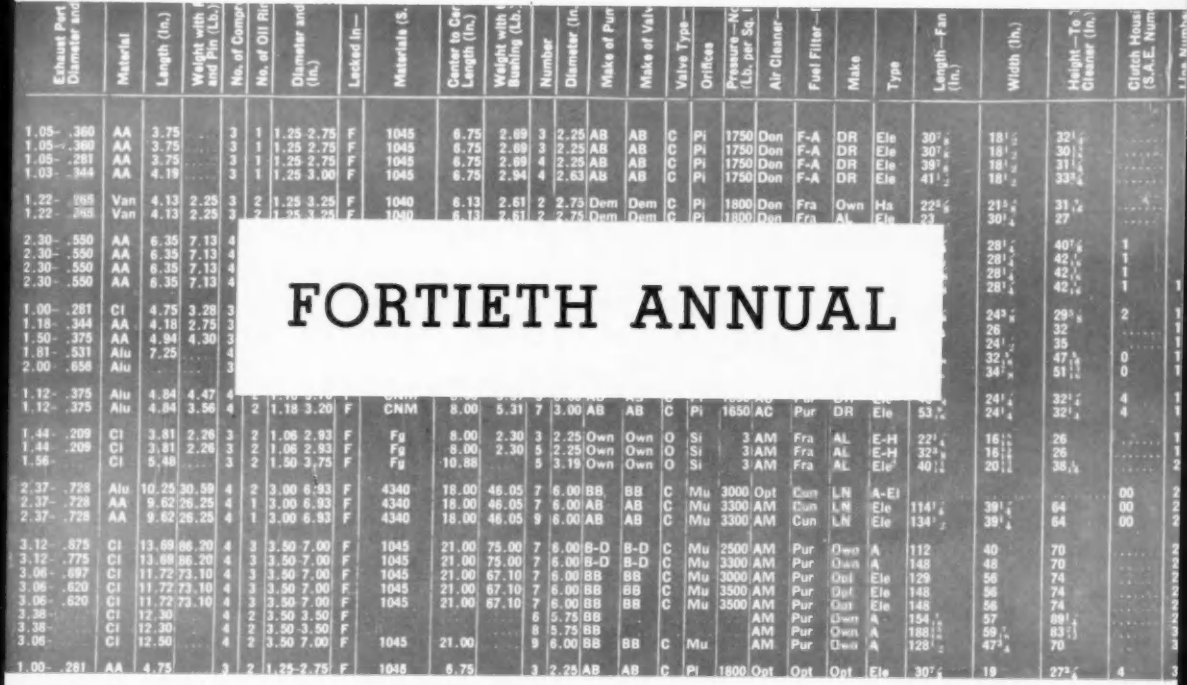








# AUTOMOTIVE INDUSTRIES

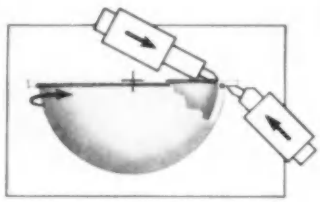


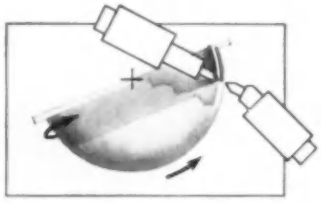
FORTIETH ANNUAL

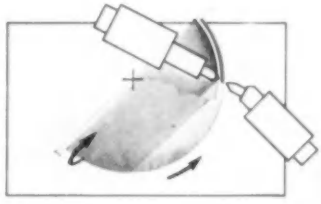
# STATISTICAL ISSUE

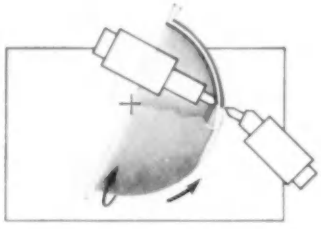
A CHILTON PUBLICATION

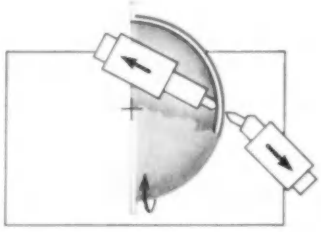
COMPLETE TABLE OF CONTENTS • PAGES 69-70

















ALUMINUM HEMISPHERES

# SPHERICALLY BORIZED

## on I.D. and O.D. Simultaneously

Putting a precision finish on aluminum hemispheres is the job done by the Heald Model "S" Bore-Matic shown above.

These large hemispheres require stock removal from both the I.D. and O.D., maintaining desired hemispherical shape and critical wall thickness.

The work is rim-clamped in a rotating fixture which is arranged to pivot on a vertical axis at the center of curvature. Stationary opposing tooling, mounted on two hydraulically operated slides, bores and turns the I.D. and O.D. *simultaneously*, as shown by the simplified schematic drawings at the left. Size tolerance is held to ± .0005 on I.D. and O.D. for maintaining critical uniform wall thickness. A dial indicator permits checking finish size before removing work from the machine.

This is an interesting example of the ability of a Heald Bore-Matic to meet unusual precision-finishing requirements with important savings in time, effort and expense—another reason why it pays to come to Heald.

**THE HEALD MACHINE COMPANY**

Subsidiary of The Cincinnati Milling Machine Co.

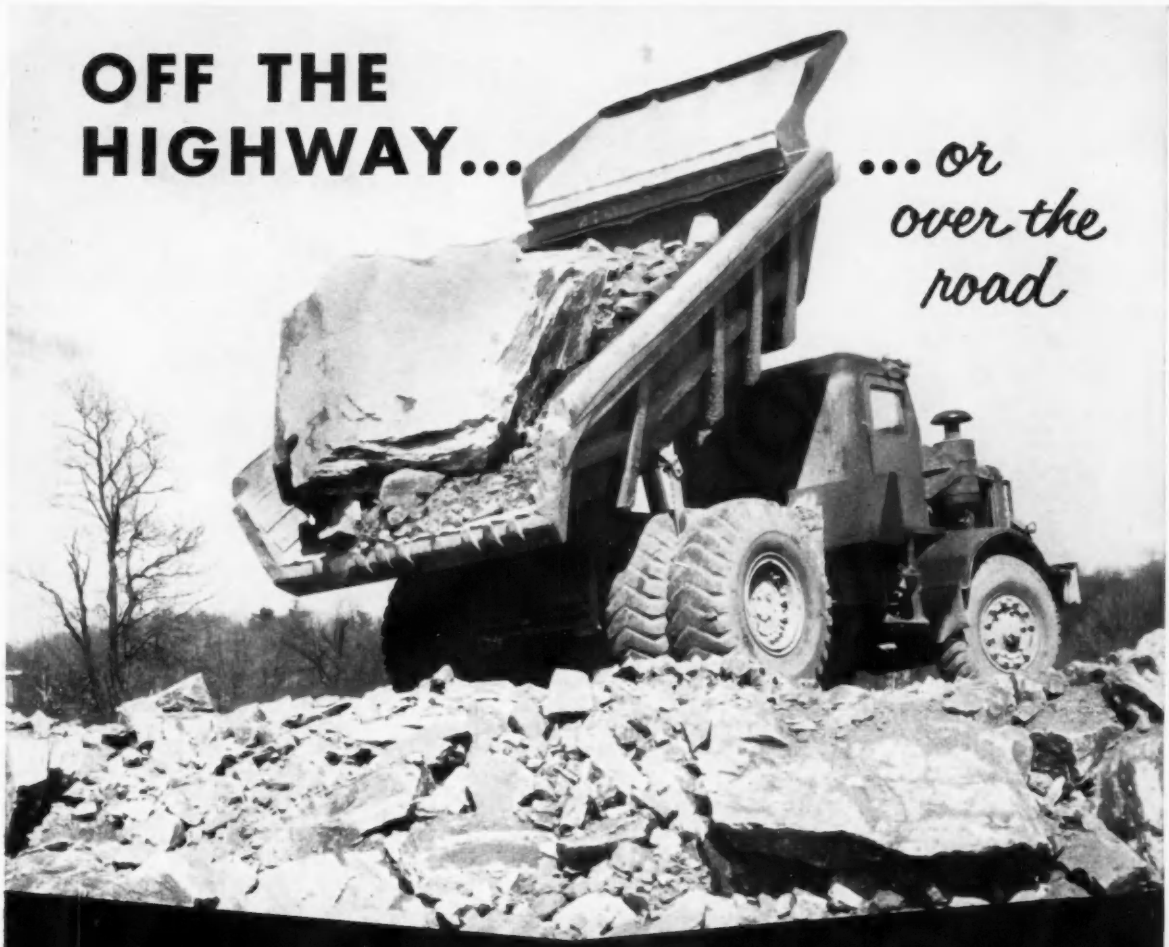
**Worcester 6, Massachusetts**

Chicago • Cleveland • Dayton • Detroit • Indianapolis • New York

HEALD ®

# OFF THE HIGHWAY...

...or over the road



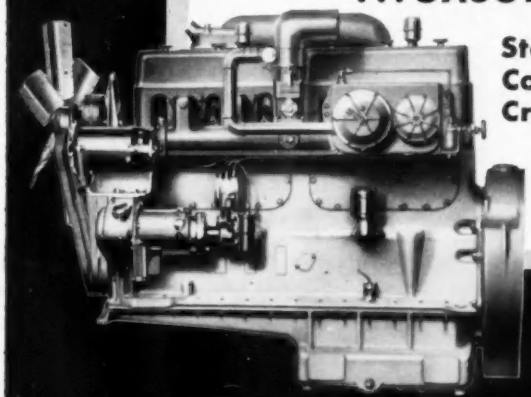
# WAUKESHA ENGINES

**NORMAL and TURBOCHARGED DIESELS**
**...GASOLINE...LP GAS**

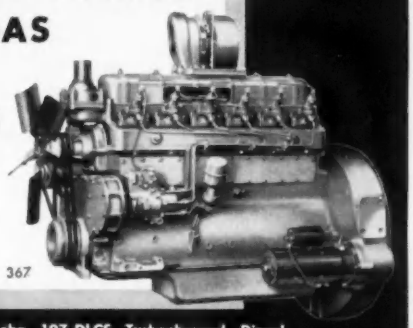
**Standard or Counterbalanced Crankshafts**

*Write* for descriptive bulletins

367



Waukesha WAKB—Equipped for Butane—6-cylinder, 6¼ x 6½-in., 1197 cu. in., 300 max. hp @ 1800 rpm.



Waukesha 197-DLCS Turbocharged Diesel (also normally aspirated)—6-cylinder, 4 x 4-in., 302 cu. in., 131 max. hp @ 2800 rpm.

**WAUKESHA MOTOR COMPANY**
Waukesha, Wisconsin • New York • Tulsa • Los Angeles



**"B&W Tubing**

# assures easy fabrication–top quality operation for our hydraulic cylinders

**As a hydraulic engineer, I'm interested in getting components that cut my fabrication work to a minimum without loss of end-use quality. That's why I always specify B&W Seamless Mechanical Tubing. It's *consistently* of the highest quality . . . and needs very little reworking."**

This particular case history, documented in B&W's files, is only one example of the many successful applications of B&W Mechanical Tubing. Because of the high-precision standards to which it is produced, B&W Mechanical Tubing is received from the mill in a condition that often represents 90% of the unit for which it is intended. Advantages to engineers and craftsmen include high strength-to-weight ratio, as well as ability to assume almost any design shape without loss of structural advantages, material, weight and space savings.

B&W Mechanical Tubing is produced to order, to special sizes, shapes, finishes and analyses and to the mechanical properties needed in the end-use application. Ask for Mr. Tubes, the B&W specialist—he can help you simplify tube fabrication problems—or write for Bulletin TB-361. The Babcock & Wilcox Company, Tubular Products Division, Beaver Falls, Pa.

B&W TUBULAR PRODUCTS DIVISION

TA-8010-M-3

**Seamless and welded tubular products, solid extrusions, seamless welding fittings and forged steel flanges—in carbon, alloy and stainless steels and special metals.**

# AUTOMOTIVE INDUSTRIES

A CHILTON MAGAZINE — PUBLISHED SEMI-MONTHLY

MARCH 15, 1958 — VOL. 118, NO. 6


## COMPLETE TABLE OF CONTENTS, PAGES 69 and 70


**EDITORIAL STAFF**

**JAMES R. CUSTER,** Editor
**H. H. ROBERTS,** Engineering Editor
**ANDREW SHEARER,** Market Research Editor
**ROBERT P. HOMER,** Editorial Production Mgr.
**DAVID A. PARTRIDGE,** Aviation Editor
**MARCUS AINSWORTH,** Statistical Editor
**HAROLD M. NELSON,** Specifications Editor
**SAMUEL CUMMINGS,** News Editor
**HOWARD KOHLBRENNER,** Art Director

**DETROIT**
**Joseph Geschelin,** Detroit Editor
**Hugh C. Quinn,** Detroit News Editor

**PHILADELPHIA & NEW YORK**
**Charles A. Weinert,** Eastern Editor

**WASHINGTON**
**George H. Baker,** Washington Editor
**Ray M. Stroupe,** Wash. News Editor
**Neil R. Regeimbal,** Wash. News Editor

**CHICAGO**
**Kenneth Rose,** Mid-West Editor

**LOS ANGELES**
**R. Raymond Kay,** Pacific Coast Editor

**BERN**
**Robert S. Braunschweig,** European Correspondent

**LONDON**
**David Scott,** British Correspondent

**Paul Wooton, Washington Member, Editorial Board**

As part of its worldwide automotive and aviation news coverage, AUTOMOTIVE INDUSTRIES is serviced by International News Service and has editorial correspondents in major United States and Foreign industrial centers

**BUSINESS DEPARTMENT**

**John C. Hildreth, Jr.,** Publisher
John F. Pfeffer, Asst. to Publisher
E. H. Miller, Advertising Mgr.
E. W. Hevner, Circulation Mgr.
James Cadagan, Asst. Circulation Mgr.

**REGIONAL MANAGERS**

CHICAGO—William H. Baldwin
—Carl A. Zehner
360 North Michigan Ave.
Chicago 1, Ill.
Phone RAndolph 6-2166

DETROIT—Melvin B. Nylund
103 Pallister Ave.
Detroit 2, Mich.
Phone TRinity 3-7800

PHILA. and NEW YORK—
Nelson W. Sieber
Chestnut and 56th Sts.
Philadelphia 39, Pa.
Phone SHerwood 8-2000
and
100 East 42nd St.
New York 17, N. Y.
Phone OXford 7-3400

NEW YORK—Robert P. Hulbert
100 East 42nd St.
New York 17, N. Y.
Phone OXford 7-3400

CLEVELAND—Richard P. Keine
930 B. F. Keith Bldg.
Cleveland 15, Ohio
Phone SUperior 1-2860

DALLAS—William J. Smyth
—John W. Sangston
189 Meadows Bldg.
Expressway at Milton
Dallas, Texas
Phone: EMerson 8-4751

SAN FRANCISCO—
Frank W. McKenzie
1355 Market St.
San Francisco 3, Calif.
Phone UNderhill 1-9737

LOS ANGELES—L. H. Jackson
198 S. Alvarado St.
Los Angeles 57, Calif.
Phone DUnkirk 7-4337

One of the Publications Owned by

**CHILTON COMPANY**

**Executive Offices**

Chestnut and 56th Streets, Philadelphia 39, Pa., U. S. A.

**OFFICERS AND DIRECTORS**

JOS. S. HILDRETH
*Chairman of the Board*

G. C. BUZBY, *President*

*Vice-Presidents*

P. M. Fahrendorf — L. V. Rowlands
Harry V. Duffy — George T. Hook
Robert E. McKenna
William H. Vallar, *Treasurer* — John Blair Moffett, *Secretary*
Maurice E. Cox — Everit B. Terhune, Jr.
Frank P. Tighe — John C. Hildreth, Jr.
Russell W. Case, Jr.

Stanley Appleby—Comptroller



*Copyright 1958 by Chilton Company*

MEMBER — Society of Business Magazine Editors

NBP National Business Publications, Inc.

ABC Audit Bureau of Circulations



AUTOMOTIVE INDUSTRIES is a consolidation of The Automobile (weekly) and the Motor Review (weekly) May, 1902; Dealer and Repairman (monthly), October, 1903; the Automobile Magazine (monthly), July, 1907, and the Horseless Age (weekly), founded in 1895, May, 1918.

EDITORIAL EXECUTIVE OFFICES, Chestnut and 56th Sts., Philadelphia 39, Pa., U. S. A. Cable address—Autoland, Philadelphia.

AUTOMOTIVE INDUSTRIES, Published semi-monthly by Chilton Company, Chestnut & 56th Sts., Phila. 39. Entered as Second Class Matter October 1, 1925, at the Post Office at Philadelphia, Pa.; Under the Act of Congress of March 3, 1879. In case of Non-Delivery Return Postage Guaranteed. Subscription price: To manufacturers in and suppliers to the automotive industries in the U. S., U. S. Possessions and Canada, $2.00 per year; $3.00 for 2 years. All Others, $10.00 per year. Single copies, 50c. Statistical Issue, $1.00



# Push the button . . . then check your watch!

**Rotoblast® cleans quickly and automatically . . . gives you *more* production with *less* manpower!**

This control panel on the Pangborn Rotoblast Barrel is a symbol.

It stands for *speed*—push the Start button and a few minutes later you can push the one for Stop. It means *automatic operation*—just one man is needed to run it. And *quality*, too—between Start and Stop, whirling Rotoblast thoroughly blast cleans your castings to a silvery finish.

From original engineering through rugged construction to expert installation, Pangborn Rotoblast Machines are designed to satisfy you on every count—speed, performance, maintenance.

*The Pangborn Engineer in your area will be glad to take off his coat and go to work on your cleaning problem at no obligation. And, for more information, write today for Bulletin 227 to:* PANGBORN CORP., *3900 Pangborn Blvd., Hagerstown, Md. Manufacturers of Blast Cleaning and Dust Control Equipment.*





**Pangborn Rotoblast Barrel for efficient batch cleaning. Available in 1½, 3, 6, 12, 18, 30 and 72 cubic foot sizes.**

Clean it fast with **Pangborn ROTOBLAST**




# HYATT TAPERED ROLLER BEARINGS ARE BEING BUILT INTO NEW AUTOMOBILES BY THE MILLIONS!

*Nearly half of all American cars and trucks built today have HYATT Tapered Roller Bearings*

HYATT, the recognized leader in the cylindrical bearing field, is again a leading supplier of *tapered* roller bearings. In 1957 HYATT delivered *more than 10 MILLION* tapered bearings for new cars and trucks. Now, the 1958 model year is convincing proof that *HYATT is the growing source* for tapered roller bearings in the automotive industry.

And no wonder! HYATT'S electronically controlled production lines are turning out these millions of bearings with greater uniformity than ever before achieved in quantity production. HYATT'S know-how amassed from years of experience—plus these ultra-modern facilities—assure longer, more dependable bearing performance in *any* automotive application. Hyatt Bearings Division, General Motors Corporation, Harrison, N.J.; Detroit; Pittsburgh; Chicago; and Oakland, California.

1908–1958 GM FORWARD FROM FIFTY

# HYATT HY-ROLL BEARINGS FOR CARS AND TRUCKS

# Tru-Stop Brakes

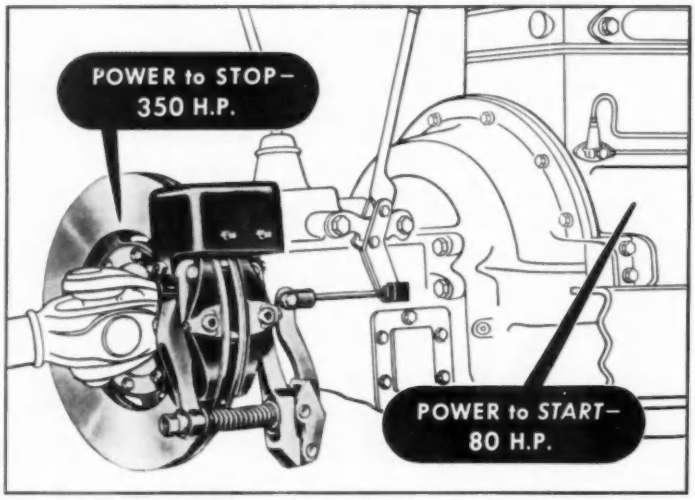
## Meet Every Heavy-Duty Safety Requirement

**OFFER POSITIVE PROTECTION AGAINST RUNAWAY OR PARKING ACCIDENTS—AT LOWEST COST**

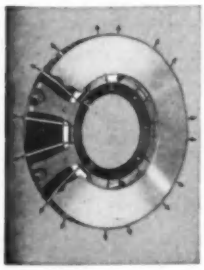
## HERE IS WHY:

### They have surplus power required for emergency service—no dangerous self-energizing

TRU-STOP Heavy-Duty Emergency Brakes are not only excellent parking brakes. They serve as a complete, independent and fully reliable braking system. Operating on the propeller shaft they enable the driver to continue on safely in the event of service brake failure. TRU-STOP brakes have the surplus braking capacity to be used *repeatedly* as an auxiliary to service brakes.




*Brakes actually do more work than the engine in terms of horsepower Where it takes 80 HP to accelerate to 20 miles per hour, it takes 350 HP to make a safe stop from 20 miles per hour within required limits*



### Ventilated to throw off heat

Brake efficiency depends on ability to throw off intense heat —rapidly. Discs of TRU-STOP brakes are exposed to the air even during the braking operation. Ventilated design circulates air *between* the disc plates.



### Give uniform brake pressure

Disc of TRU-STOP brakes is "squeezed" between the flat surface of the shoes. Effort applied to brake lever operates front and rear lever arms simultaneously. Pressure is exerted on the center of each shoe. Entire lining surface is in contact.

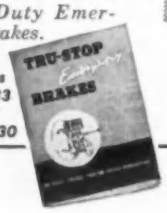
**FOR SAFE, ECONOMICAL, HEAVY-DUTY BRAKING WITH MAXIMUM LIFE AND MINIMUM MAINTENANCE**

**TRU-STOP Brakes are used on a great variety of mobile and stationary equipment**

***SUCH AS—***

- Motor cranes
- Road rollers
- Dump trucks
- Power dividers
- Cooling tower fans
- Oil well pumps
- Cold header presses
- Scrubbing machines
- Wire rope stranders
- Fork lift trucks
- Motor scrapers
- Tractors
- Graders
- Diamond core drills
- Electric locomotives
- Oil well servicing rigs
- Railway inspection cars
- Shapers
- Power take-offs
- Winches
- Motor shovels
- Tractor loaders
- Conveyors
- Hard rock drill positioners
- Mine locomotives
- Power presses
- Railway power ballisters
- Cable tool spudders
- Aerial tram cars
- Tension wire stringers

*We will be glad to answer any questions or give you more detailed information about TRU-STOP Heavy Duty Emergency Brakes. Send for Catalogs DH-33 and DH-530*

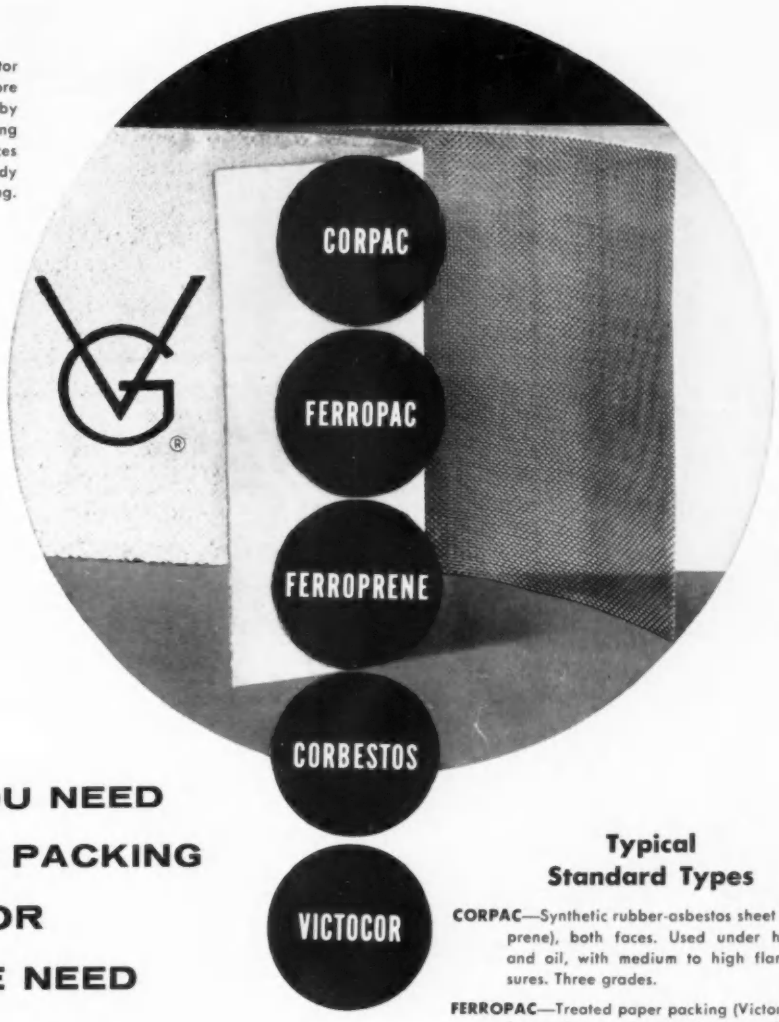



**Automotive and Aircraft Division**
**AMERICAN CHAIN & CABLE**

601 Stephenson Building, Detroit 2
2216 S. Garfield Street, Los Angeles 22 • Bridgeport 2, Conn.

ACCO

**LOCKED-FOR-LIFE** Victor construction. Packing and core are permanently bonded by means of formed tang projections on both faces of core, clinched into body of packing.




# WHERE YOU NEED STEEL CORE PACKING VICTOR FILLS THE NEED

Where you're sealing under heavy loading, pounding or temperature, steel core packing is the modern specification. Its greater benefits and values are firmly established.

Actually it's the core that maintains a tight seal under tough conditions. It holds the packing in place, prevents shifting and extrusion. It resists torque loss on flattening because its effect on packing compressibility is nil.

From the widest range of highly engineered, SAE-ASTM rated packings, Victor literally can "tailor-make" steel core gaskets to your most precise specifications. Where needed, Victor successfully modifies the characteristics of standard types with virtually unlimited combinations and structures.

Get unbiased recommendations with complete technical and application data from your local Victor Field Engineer. Or contact the factory directly. Victor Mfg. & Gasket Co., P.O. Box 1333, Chicago 90, Ill. Canadian Plant: St. Thomas, Ont.

## Typical Standard Types

**CORPAC**—Synthetic rubber-asbestos sheet (Asbestoprene), both faces. Used under high heat and oil, with medium to high flange pressures. Three grades.

**FERROPAC**—Treated paper packing (Victorite), both faces. For service against gasoline, oil, grease, water, under medium flange pressures. Holds up under frequent dismantling.

**FERROPRENE**—Compressed asbestos sheet packing (Victopac) one side, compounded synthetic rubber (Victoprene) on other. Useful under high heat and oil; low to medium flange pressures.

**CORBESTOS**—General-purpose, beater-treated asbestos sheet packing for use on oil, gasoline, water, steam, antifreeze. Adaptable to all temperature and bolting pressure needs. Six standard structures including double-sided, single-sided, steel-faced and laminated.

**VICTOCOR**—Compressed asbestos sheet packing, both faces. Low torque loss. High heat and crush resistance. For high flange pressures on hot oils, gasoline, water, antifreeze.




Your best sealing guide—Victor Gasket Engineering Catalog No. 505.

# VICTOR

**Sealing Products Exclusively**

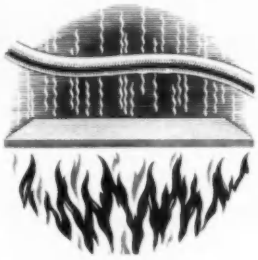
**GASKETS • PACKINGS • OIL SEALS • MECHANICAL SEALS**

If your

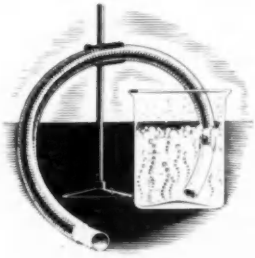
HOSE LINES

must cope with

these conditions...



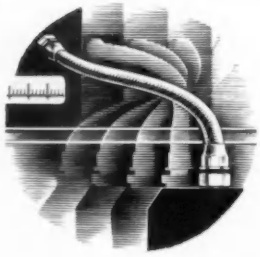
HIGH TEMPERATURES



SOLVENTS AND FUELS



HIGH PRESSURES



FLEXING AND VIBRATION

## you can solve design problems . . . get increased reliability with hose made of TEFLON® TFE-fluorocarbon resins

Hose lined with TEFLON TFE-fluorocarbon resin is being specified for the toughest jobs, *because:* TFE resins are unaffected by any product used in motor vehicles, including fuels, anti-freezes and hydraulic fluids. They can take continuous operating temperatures up to 500°F.... remain tough and flexible in extreme cold. They have excellent endurance under severe conditions of flexing and vibration. Available with either permanent or reusable couplings. Install hose made with TFE-fluorocarbon resin, and forget it.

For the facts on how hose lined with TFE-fluorocarbon resin can help you make a better automotive product, see your hose supplier or write to: E. I. du Pont de Nemours & Co. (Inc.), Room 2420, Nemours Building, Wilmington 98, Delaware.

In Canada: Du Pont Company of Canada (1956) Limited, P.O. Box 660, Montreal, Que.

DU PONT

REG. U.S. PAT. OFF.

BETTER THINGS FOR BETTER LIVING ...THROUGH CHEMISTRY

*TEFLON is Du Pont's registered trademark for its fluorocarbon resins, including the TFE (tetrafluoroethylene) resins discussed here.*

# The New "Long Mileage Look" in Valves



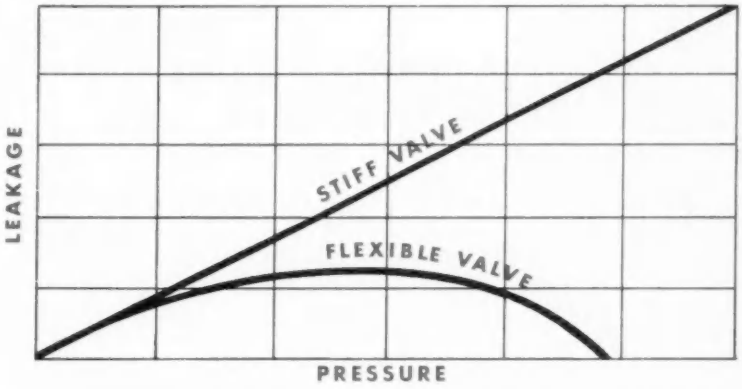
## Flexible design and high strength materials can provide improved sealing, better performance, and higher mileage

The higher outputs, greater load factors, and lean mixtures encountered in modern engines are all making greater demands on valves. By utilizing high hot strength materials, valves may be designed that flex from cylinder pressure and tend to conform to a distorted cylinder seat. The result can be greatly improved sealing, maintained engine performance, and higher mileages.

Eaton engineers welcome an opportunity to discuss your valve problems with you.




Typical seat condition in stiff valve, caused by imperfect sealing. Result: poor performance, low mileage.




***Leakage Test on Distorted Cylinder Head Seat:*** With stiff valves, leakage increases in direct proportion to cylinder pressures. With flexible valves, leakage is reduced to zero when cylinder pressure increase produces valve conformity.




Typical flexible valve under comparable operating conditions. Result: Improved sealing assures better performance and longer mileage.

**EATON**

**VALVE DIVISION**

**MANUFACTURING COMPANY**

9771 FRENCH ROAD • DETROIT 13, MICHIGAN

General Offices: CLEVELAND, OHIO

**PRODUCTS:** Sodium Cooled, Poppet, and Free Valves • Tappets • Hydraulic Valve Lifters • Valve Seat Inserts • Jet Engine Parts • Rotor Pumps • Motor Truck Axles • Permanent Mold Gray Iron Castings • Heater Defroster Units • Snap Rings Springtites • Spring Washers • Cold Drawn Steel • Stampings • Leaf and Coil Springs • Dynamatic Drives, Brakes, Dynamometers

# It's a First!
# It's Exclusive!

## For Sunoco dealers only...
## automatic custom-blending
## by the pump!

Within a few months Sunoco dealers will be selling six grades of gasoline automatically blended by one pump. Sunoco's new exclusive pump blends the fuel to fit the car.

These fuels range from the highest octane anywhere at regular gas price (Blend 200), all the way up to the highest octane available anywhere at any price (Blend 260).

This revolutionary new system of blending fuels will give any car full knock-free performance at price advantages no two or three-grade system can match. Motorists buy only the quality and octane level they need... pay only for the quality they use.

Custom-Blended Blue Sunoco fuels not only satisfy the demands of older model cars and brand new cars, but will satisfy the cars of the future as well. Whatever the years ahead may bring in engine developments, Sunoco dealers will be fully equipped to meet competition.

**ON THE WAY—6 great blends from Sunoco's exclusive automatic blending pump**

# Fuels to fit every car from 1 automatic pump!

## Plus these benefits

Each Sunoco dealer has an adequate territory, with no crowding of Sunoco outlets. The average Sunoco dealer outsells his average competitor by 75%.

With Sun's pioneering "Dealer Development Program", prospective dealers earn while they learn. In conference sessions later, dealers may discuss their problems with sales management.

## And more

Sun does not supply gasolines directly or indirectly to unbranded jobbers or unbranded stations.

Sun does not duplicate its marketing operations by serving dealers both directly and through branded distributors in the same area—no dual distribution!

**Sunoco's revolutionary new system of tailored fuels is on its way. It will put Sunoco dealers head and shoulders above all competition with its exclusive marketing advantages.**




© 1958 SUN OIL COMPANY

# You're years ahead with Sunoco!

# FLEXIBLE SHAFTING

**ENABLES YOU TO TRANSFER POWER OVER, UNDER, AND AROUND OBSTACLES ECONOMICALLY AND EFFICIENTLY**

Circle Ess Flexible Shafts offer economical construction and low maintenance costs for remote control applications. Many manufacturers reduced expenditures, and saved space by using flexible shafting to eliminate alignment problems and ALL gearing. For complete information about Circle Ess Flexible Shaft assemblies and our Adapters used with Flexible Shafts write to us on your letterhead.

.150" O.D. CABLE
Steel Cable—Minimum Operating Radius 4" — Torsional Strength 13 Lb.".

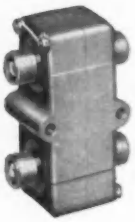
.312" O.D. CABLE
Steel Cable—Minimum Operating Radius 5" — Torsional Strength 125 Lb.".

CASING
Single Wire, Burnished Cotton Braiding, Light Weight and Very Flexible.

CASING
2 or 4 Wire, Synthetic Rubber Cover, Water Proof and Non-Abrasive.

TYPICAL ASSEMBLY
Combination Cable, Casing, and End Fittings For Specific Application.

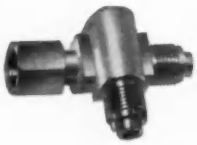
TYPICAL ASSEMBLY
Combination Cable, Casing, and End Fittings Provides Higher Flexibility.



**H TYPE ADAPTER**
This adapter provides three outlets, which enables the running of three units from the same power source. Ball bearing construction enables this adapter to handle heavy loads.



**RIGHT ANGLE ADAPTER**
To provide a connection for flexible shaft control where space limitations do not permit a conjunction without bending the shaft into too small a radius.



**DUAL DRIVE ADAPTER**
To drive more than one unit from the same power source and to provide two gear ratios from the same power source.



**BALL BEARING RIGHT ANGLE ADAPTER**
To provide a connection for flexible shaft control where a bend sharp enough to damage the shaft is required. Ball bearing construction enables the handling of heavier loads.

*Ask for Bulletin A400D*

.187" O.D. CABLE
Steel Cable—Minimum Operating Radius 4" — Torsional Strength 25 Lb.".

.250" O.D. CABLE
Steel Cable—Minimum Operating Radius 6" — Torsional Strength 65 Lb.".

CASING
2 or 4 Wire, Wire Braiding, Attractive Plastic Covering, Resists Grease.

CASING
Non-Magnetic Square Locked, Copper and Aluminum Braiding, Aluminum Covered.

TYPICAL ASSEMBLY
Combination Cable, Casing, and Flat End Fittings For Specific Application.

TYPICAL ASSEMBLY
Combination Cable, Casing, and Bell Type Ferrule For Various Applications.

# F.W. STEWART CORP.

**4311-13 RAVENSWOOD AVENUE · CHICAGO 13, ILL.**

CIRCLE ESS

**WEST COAST PLANT: 2404 So. Grand Ave., LOS ANGELES 7, CALIFORNIA**

# *announcing*

# new possibilities with steel tubing!













## GM STEEL TUBING WITH ZINC I.D. IS FIRST TO COMBINE HIGH CORROSION RESISTANCE WITH THE STRENGTH AND ECONOMY OF STEEL!

A new and unique product enters the tubing field . . . GM Steel Tubing with Zinc I.D.! Now steel tubing can be used in applications which have been restricted to more expensive material.

For the first time steel tubing has been given superior corrosion resistance in any length up to bulk coils of 1000′ or more by an inexpensive process that preserves the outstanding economy of steel and permits the use of steel's preferred qualities of strength and ductility in critical applications.

Zinc I.D. has a corrosion resistant metallic coating which is non-porous, uniform in thickness and sufficiently ductile for manufacturing operations. The coating does not yield a volume build-up of corrosion deposits. Furthermore, the tubing is completely annealed and the coating entirely intact when delivered.

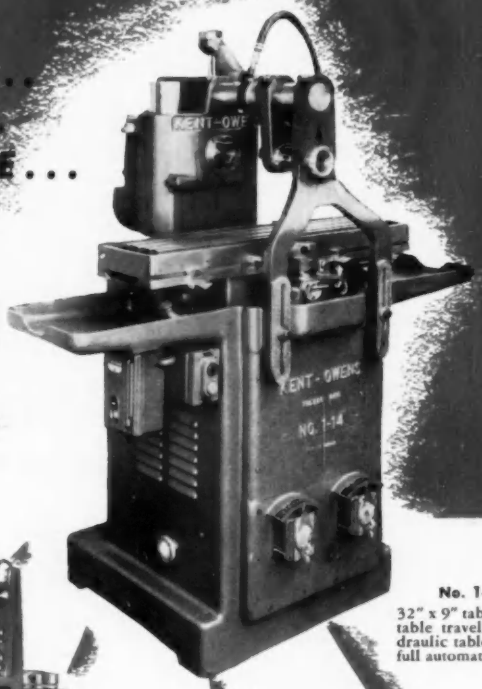
This exclusive new product offers substantial savings and opens new possibilities with steel tubing in a host of industries. Write for additional information, or call your GM Steel Tubing Sales Engineer. Learn how GM Steel Tubing with Zinc I.D. can make immediate savings in your operation.

**GM STEEL TUBING by** ROCHESTER PRODUCTS

**ROCHESTER PRODUCTS DIVISION OF GENERAL MOTORS, ROCHESTER, N. Y.**

# EXTRA RUGGED... SPEEDY... ACCURATE...

## to Bring Down Milling Costs!



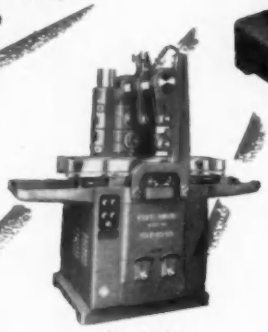

**No. 1-14**
32" x 9" table ... 14" table travel ... hydraulic table feed ... full automatic cycle.



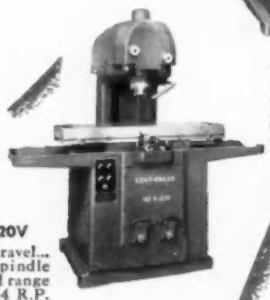
**No. 2-20**
20" table travel... 42" x 12" table.. fully automatic hydraulic table feed.



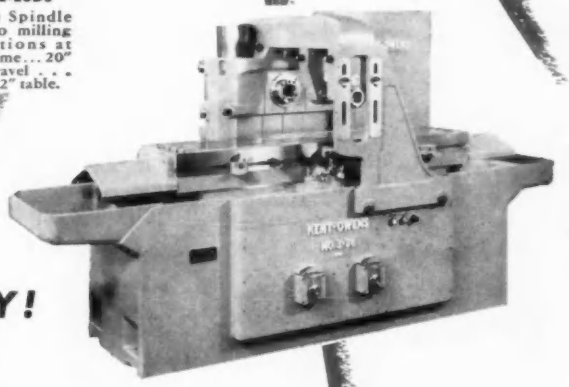
**No. 1-14DS**
Double Spindle for two milling operations at same time ... 14" table travel ... 32" x 9" table.



**No. 2-20DS**
Double Spindle for two milling operations at same time... 20" table travel ... 42" x 12" table.



**No. 2-20V**
20" table travel... vertical spindle with speed range 32 to 1284 R.P.M. ... 42" x 12" table.



No. 3-36 ... 36" table travel ... 64" x 16" table ... full automatic hydraulic feed.

## STEP UP SPEED and ACCURACY!

Put the work on Kent-Owens Machines for top-speed milling and topmost accuracy to keep your costs at a minimum! Advanced features throughout these rugged machines make the difference ... greater dependability ... accuracy maintained in meeting tough production schedules. Twin-post head mounting assures balanced load. Greater cutting efficiency—only two gear contacts, motor to spindle. Write for bulletin #754 on wide range of hydraulic and hand-operated machines. Also, let Kent-Owens design and build your tooling and special machines. Kent-Owens Machine Co., Toledo, O.

**KENT-OWENS**
*for milling machines*

### KENT-OWENS REPRESENTATIVES

BOSTON
General Machinery Corp.

BUFFALO
Beasley-Hofmann Mach'y Co.

CHICAGO
Four States Mach'y Company

CLEVELAND
Garco Machinery, Inc.

DALLAS
Hunter Machine Tool Co.

DAYTON
C. H. Gosiger Mach'y Co.

DETROIT
A. C. Huberkorn Mach'y Co.

FT. WAYNE
Ontis Machinery Co.

GRAND RAPIDS
Joseph Monohan & Co.

HAMILTON, ONT.
F. F. Barber Mach'y Company

HARTFORD
Harrington-Wilson-Doum Corporation

HOUSTON
Oliver H. Van Horn Co., Inc.

INDIANAPOLIS
Ontis Machinery Co.

KANSAS CITY
Richman Machinery Co.

LOS ANGELES
Machinery Sales Co.

MILWAUKEE
Four States Mach'y Company

MINNEAPOLIS
The Sutterloe Company

MOLINE
John J. Normoyle Co.

MONTREAL
F. F. Barber Mach'y Co.

NEW ORLEANS
Oliver H. Van Horn Co., Inc.

NEW YORK
Harrington-Wilson-Doum Corporation

OMAHA
The Bulbuch Co.

PHILADELPHIA
Calco Machinery Company

PITTSBURGH
Barney Machinery Company

ROCHESTER
F. W. Schieber Machinery Co.

SAN FRANCISCO
Bolotti Machinery Co.

ST. LOUIS
Wm. Scheer Company

SEATTLE
Starbuck Machine Tool Co.

SYRACUSE
J. F. Owens Mach'y Company

TORONTO, ONT.
F. F. Barber Mach'y Company

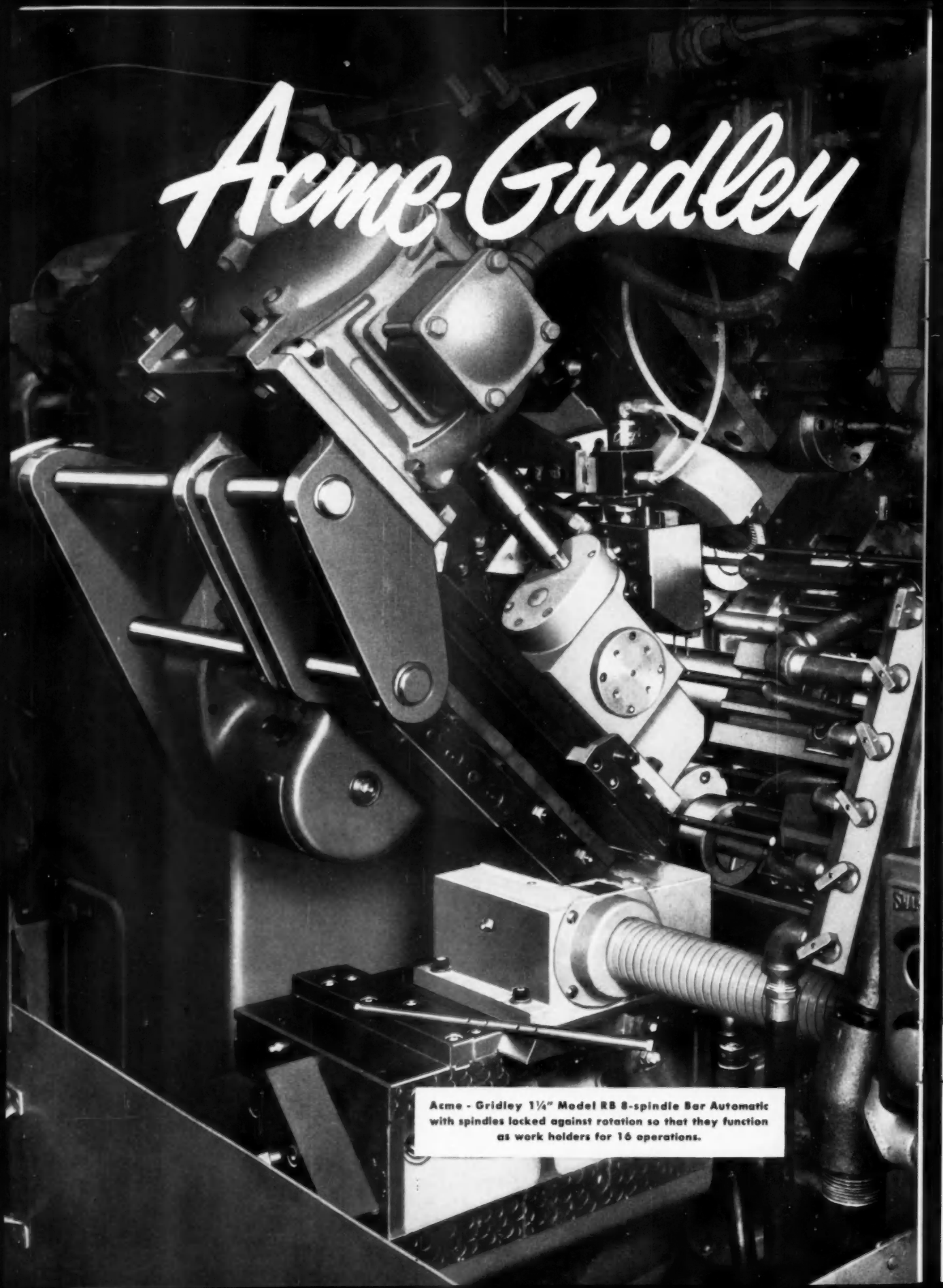
WINDSOR, ONT.
F. F. Barber Mach'y Company



**THERE'S A NEW BABY COMING AT THOMPSON**—rear suspension components that will help improve the ride of your models of the future. These are Thompson's latest developments and they come from the same Michigan Division research center that produced front wheel suspension ball joints, as well as many other chassis parts. We'll be happy to show you how you can use these new Thompson products to your advantage. Why not call Jefferson 9-5500, or write us at 34201 Van Dyke, Warren, Michigan.

**You can count on** TP **Thompson Products**

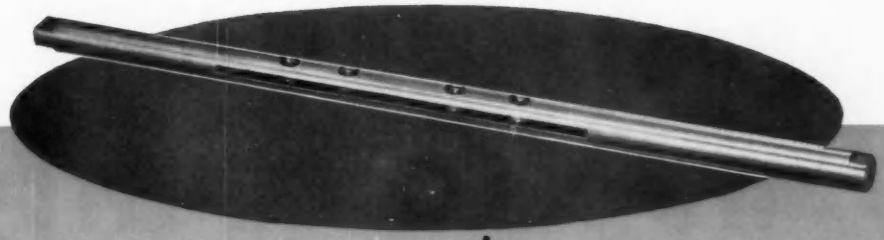
Michigan Division: Warren and Portland




Acme - Gridley 1¼" Model RB 8-spindle Bar Automatic with spindles locked against rotation so that they function as work holders for 16 operations.

# basic design + proper tooling

## . . . reduces machine investment 75%
## . . . reduces cost-per-piece 90%



This customer wanted to determine the quickest and most economical way to make double-barrel carburetor shafts. NAMCO engineers recommended a procedure that resulted in his producing these shafts at one-tenth the previous unit cost and on a machine that required but one-fourth the equipment investment needed to accomplish the job by in-line manufacturing methods.

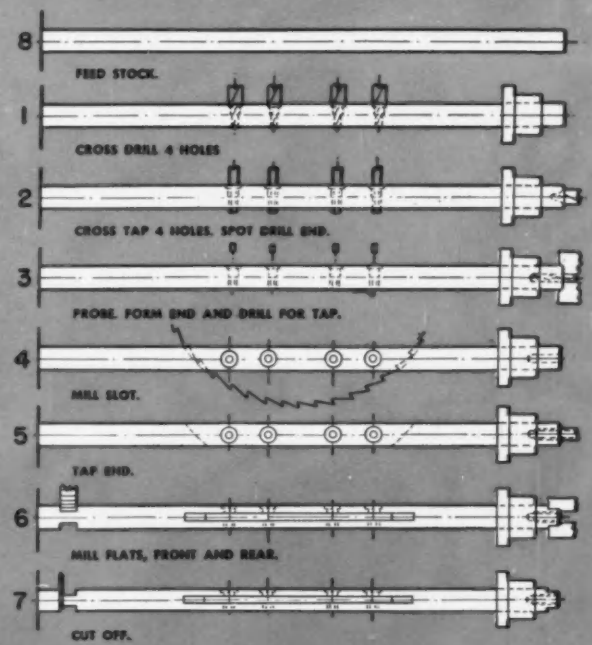
Selected to do the job was a standard 1¼" RB 8-spindle Acme-Gridley bar automatic. Each of its eight spindles was locked against rotation so that it functioned as a work holder as the machine indexed the work from position to position. Because accurate indexing is one of the inherent features of Acme-Gridley basic design, it assured proper alignment of the work with the standard and special attachments on the end and side toolslides. This permitted holding the close tolerances required on the part while performing the 16 operations indicated on the tooling diagram shown at the right.

★ ★ ★

**WRITE FOR YOUR FREE COPY OF TP-44. It shows how maximum production versatility and cost reduction can be realized in your manufacturing operations.**

**JOB FACTS**

PART.....Carburetor Shaft MACHINE TIME....6.7 Seconds
MATERIAL.....Brass GROSS PRODUCTION 533 per hr.
NUMBER OF OPERATIONS.....16




*why don't you*

**INDEX** . . . to lower machining costs...

with *Acme-Gridley*

**CONTROLLED CYCLE**

# National Acme

THE NATIONAL ACME CO.
173 EAST 131ST STREET
CLEVELAND 8, OHIO

Sales Offices . . . Newark, N. J. . . . Detroit, Mich. . . . Chicago, Ill.

For whatever you make . . .

# N-A-X® HIGH-TENSILE STEEL MEANS LIGHTER WEIGHT WITH LONGER LIFE



Light weight and shallow draft make the ideal commercial river barge. Thanks to the inherent qualities of N-A-X HIGH-TENSILE steel, this river barge designed and built by Nashville Bridge Company, Nashville, Tennessee, offers a weight reduction in excess of 10% over mild carbon steel—plus longer life and increased payload capacity with shallower draft.

Operators like the way weight-saving N-A-X HIGH-TENSILE improves barge towing efficiency—less draft when loaded; less dead weight to pull when empty. That means savings on operating costs all the time. And, again thanks to N-A-X HIGH-TENSILE, barge operators get more resistance to corrosion. For this manufacturing job, like so many others, N-A-X HIGH-TENSILE steel provides desirable lightness with greater durability and strength.

**Check These Important Advantages for Your Job:** The N-A-X HIGH-STRENGTH steels—both N-A-X HIGH-TENSILE and N-A-X FINEGRAIN—compared with carbon steel, are 50% stronger • have high fatigue life with great toughness • are cold formed readily into difficult stampings • are stable against aging • have greater resistance to abrasion • are readily welded by any process • offer greater paint adhesion • polish to a high luster at minimum cost.

Although N-A-X FINEGRAIN'S resistance to normal atmospheric corrosion is twice that of carbon steel, N-A-X HIGH-TENSILE is recommended where resistance to extreme atmospheric corrosion is important.

For whatever you make, from steel shop boxes to steel river barges, with N-A-X HIGH-STRENGTH steels you can design longer life, and/or less weight and economy into your products. Let us show you how.




This barge, built by Nashville Bridge Company, hauls hot asphalt between Baton Rouge and other points along the Mississippi-Ohio River system. Both the barge hull and the cargo tanks are made of N-A-X HIGH-TENSILE. Weight reduction: in excess of 10% compared with mild carbon steel.

N·A·X®
HIGH-STRENGTH STEELS

N-A-X Alloy Division, Dept. J-2

**GREAT LAKES STEEL CORPORATION**

Detroit 29, Michigan • Division of

NATIONAL STEEL CORPORATION

**N-A-X Alloy Div., Dept. J-2**
**Great Lakes Steel Corp., Detroit 29, Michigan**

☐ Please send me 12-page illustrated technical catalog on N-A-X HIGH-STRENGTH steels.

☐ Please have your representative contact me.

Name_____ Title_____

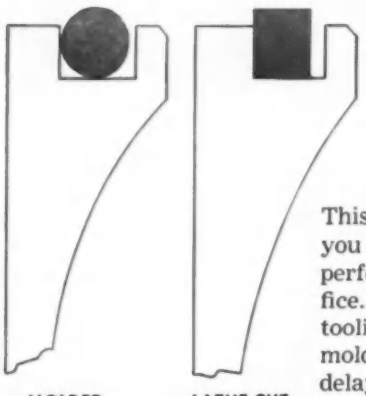
Company_____

Street_____

City_____ Zone____ State_____

# Why ACADIA LATHE-CUT SYNTHETIC RUBBER SEALS

## can save you money in *STATIC* or *MOVING* seal applications



MOLDED O-RING SEAL

LATHE-CUT SEAL

This seal will save you money with no performance sacrifice. Minimum tooling cost, no molds, no costly delays. Can be made up to 25" I.D.

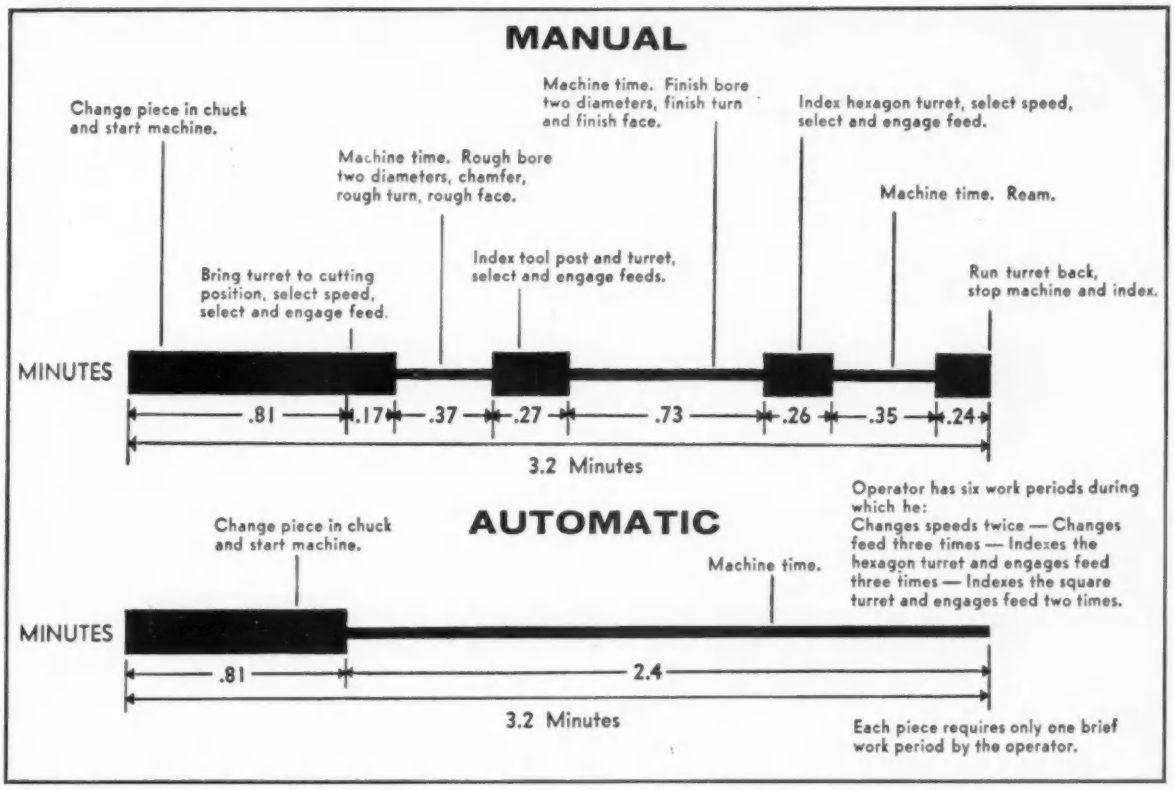
Acadia Synthetic Rubber Parts are of the highest quality components, processed for oil resistance, good aging properties, resistance to heat. They can be furnished in any dimension or special compound you desire to precision tolerances. They are another example of Acadia's ability to SAVE YOU MORE..SERVE YOU BETTER.

*There's an Acadia Sales engineer near you to serve you. Write us today, and we'll put him in touch with you immediately.*

**ACADIA** *Synthetic* **PRODUCTS**

DIVISION OF WESTERN FELT WORKS
4021-4139 West Ogden Avenue, Chicago 23, Illinois
*Branch Offices in Principal Cities*

MANUFACTURERS AND CUTTERS OF WOOL FELT




## *How the new Gisholt Fastermatic makes you*

# MORE MONEY DURING MACHINING TIME

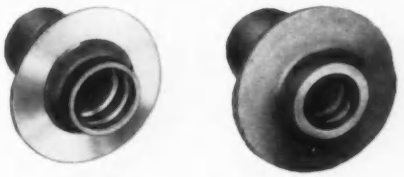
Drastic reduction of operator time in machine handling —that's the story behind the success of the new Gisholt Fastermatic Automatic Turret Lathe.

Evidence? Look at the chart above. *Compare* the time and work cycle of a manually operated turret lathe with a Gisholt Fastermatic—*on the same job.*

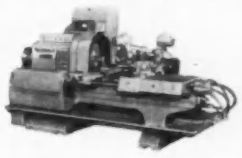
The piece, a wheel hub, is rough-bored, finish-bored, reamed, rough-faced, finish-faced and chamfered. Both cross slides and three hexagon turret faces of the Fastermatic are used. Identical tooling on the other three hexagon turret faces permits finishing two parts with each complete index of the turret.

The contrast is startling. The manually operated machine takes over 54% of the operator's time...the Fastermatic takes only 25%! The operator's "free time" is doubled—giving him ample time to keep another Fastermatic under cut on a similar operation *and also* inspect and stack finished parts or perform other work.

You may have jobs where the new Fastermatic can show even greater savings. Let Gisholt help you find out —mail the coupon now.



**A COMPLETELY NEW MACHINE.** New selector-switch control panel on Gisholt Fastermatic reduces setup time 50% or more. Operator simply chucks piece, starts automatic cycle, removes completed part. Human error is eliminated. Operator is free during machine cycle to handle additional units or to do other work. New Fastermatic is quick and easy to set up; no cams to change. Ideally suited for long- or short-run operations. Increased power, higher spindle speeds permit more efficient use of today's cutting tools. *Investigate now.*



**GISHOLT MACHINE COMPANY**

**Madison 10, Wisconsin**

**ASK YOUR GISHOLT REPRESENTATIVE ABOUT FACTORY-REBUILT MACHINES WITH NEW-MACHINE GUARANTEE**

Gisholt Machine Company
1205 E. Washington Ave.
Madison 10, Wisconsin

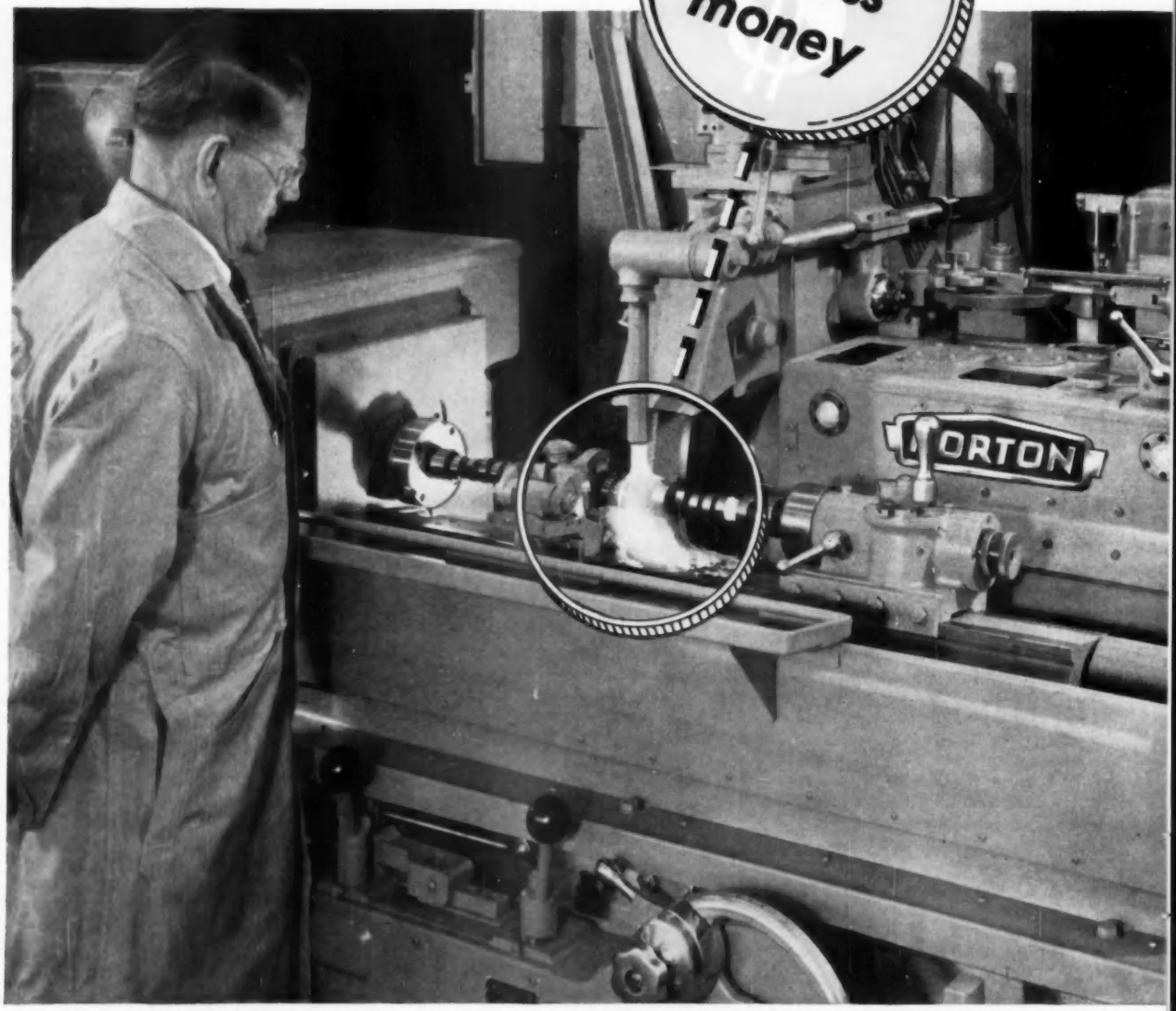
☐ Send new Fastermatic Catalog 1179-A.
☐ Have Gisholt Representative call.

*Name*..... *Title*.....
*Company*.....
*Street Address*.....
*City*..... *State*.....

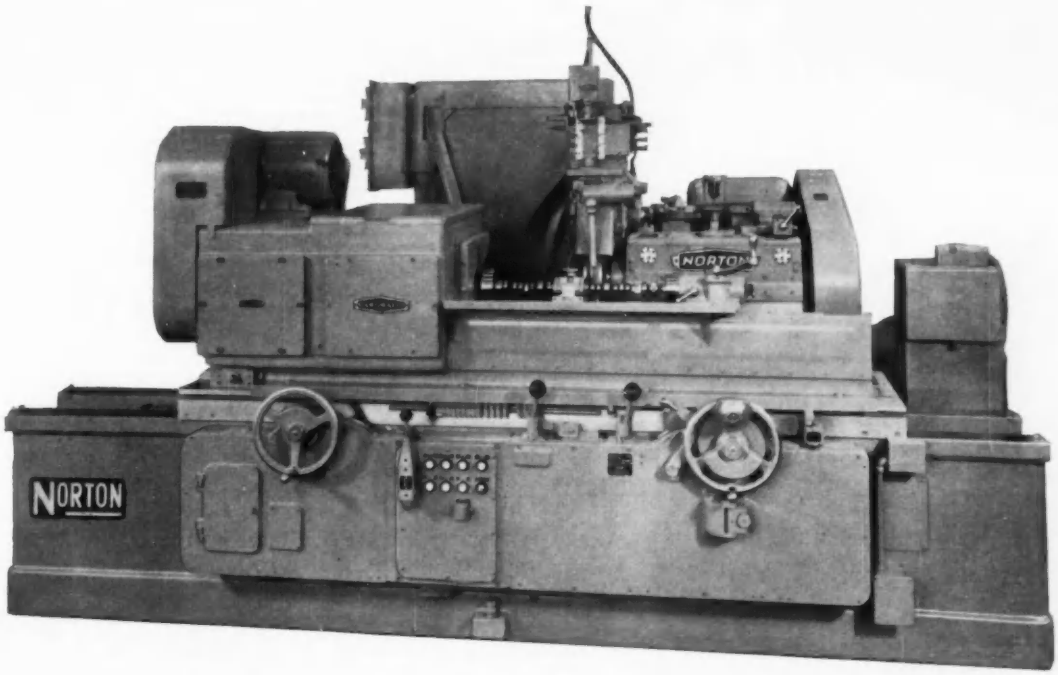
## *Norton's Newest!*

# The No. 3 CAM-O-MATIC grinds camshafts better...

**and for less money**




**BUILT-IN OPERATING SKILL** of the No. 3 CAM-O-MATIC Grinder is a typical Norton "Touch of Gold" that adds value and boosts profits. Many automatic features on this greatly improved machine reduce the operator's duties to loading and unloading. He can easily tend two or more machines — while *you* get better grinding for less money.




# Highly advanced automatic grinder sets new standards for production, precision and finish

With the No. 3 CAM-O-MATIC Grinder, Norton introduces a new concept of efficiency in camshaft grinding.

No other machine of its type offers you such a combination of exclusive features, rugged construction and simplified operation. No other machine can do more towards stepping up the quality of your camshaft production, while cutting grinding time and costs.

### *Greater Rigidity Improves Performance*

The No. 3 CAM-O-MATIC Grinder features solid, rigid construction that means minimum vibration, more accurate performance and longer service life. Another big advantage for fluid, shockless operation is that the entire operating cycle is geared to split-second efficiency. Indexing is ultra-smooth and extra-rapid. And the wheel-slide retraction after grinding each cam is no greater than maximum stock removal.

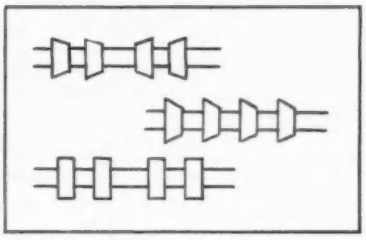
### *Speed is always right — automatically*

The No. 3 CAM-O-MATIC Grinder's automatically compensating work speed arrangement is a valuable aid to faster, more accurate grinding. Starting with the ideal speed for rapid stock removal, it changes to exactly the right speed for fine finishing and contour accuracy — as each cam is being ground. This eliminates guesswork, manual adjustment and lost motion.

### *Wheel truing is automatic, too*

Still another example of built-in operating skill is the wheel truing device, in which the truing diamond is automatically advanced across the wheel face and back, cutting in both directions. This is done while the operator is loading and unloading, so no time is lost. And by removing only just the amount of abrasive required for truing, the working life of every wheel is prolonged.

### *Your choice of tapers*



The swiveling wheel slide — a Norton patent — permits grinding cam tapers in one direction (standard equipment) or tapers in opposite directions on the same shaft (an optional extra). Both arrangements permit straight-face grinding, as well — thus increasing the versatility of your camshaft production equipment.

See your Norton Representative — or write direct — for full details on the No. 3 CAM-O-MATIC Grinder. And remember, only Norton offers you such long experience in both grinding machines and wheels to help you produce more at lower cost. NORTON COMPANY, Machine Division, Worcester 6, Massachusetts.

***To Economize, Modernize with* NEW**

**NORTON**

**GRINDERS *and* LAPPERS**

*Making better products... to make your products better*

*District Sales Offices:*
Worcester • Hartford • New York Area, Teterboro, New Jersey • Cleveland • Chicago • Detroit — *In Canada:* J. H. Ryder Machinery Co., Ltd., Toronto 5, Ontario

# How one precise adjustment started a new era in stamped metal production



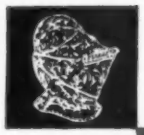
It was back in 1954. A group of Wean Equipment Corporation executives and engineers were gathered around a bench-size prototype of an idea; an idea for a new kind of stamping press so revolutionary that it was decided to build a scale model embodying the principle before any development work was done on full-size equipment.

The group watched the Wean research director who had conceived and built the model make a careful final check; involuntarily held its breath while the switch was thrown. Nothing happened. In the short silence that followed no one moved . . . until, with a muttered comment, the research director directed one sharp blow at the side frame of the model with a lead hammer lying nearby.

The resulting clatter of the press, galvanized into action by this unexpected persuasion, heralded a new era in metalworking. For the "Flying Press" principle was first proved practical in that bench model; has been proved time and again in production size presses of from 20 to 300 ton capacity installed in forward-looking stamping plants.

We say "new era" because the "Flying Press" permits metal to be stamped and formed from coil without stationary indexing of the strip as it passes through the press. This continuous, uniform motion of metal through the "Flying Press" results in higher parts production from the same dies used in ordinary presses. But perhaps more importantly for the future, the "Flying Press" principle is unique, in that it matches press operation to the continuous-flow production techniques necessary for automated operations.

If you use stamping presses, you should know about this unique development that permits speeds never before possible while offering tooling protection, reduced die maintenance, and vastly reduced press maintenance requirements. There are too many other advantages of the Wean "Flying Press" to discuss here, but we've summarized them in a brochure. We'll be glad to send you this literature on request.



WEAN

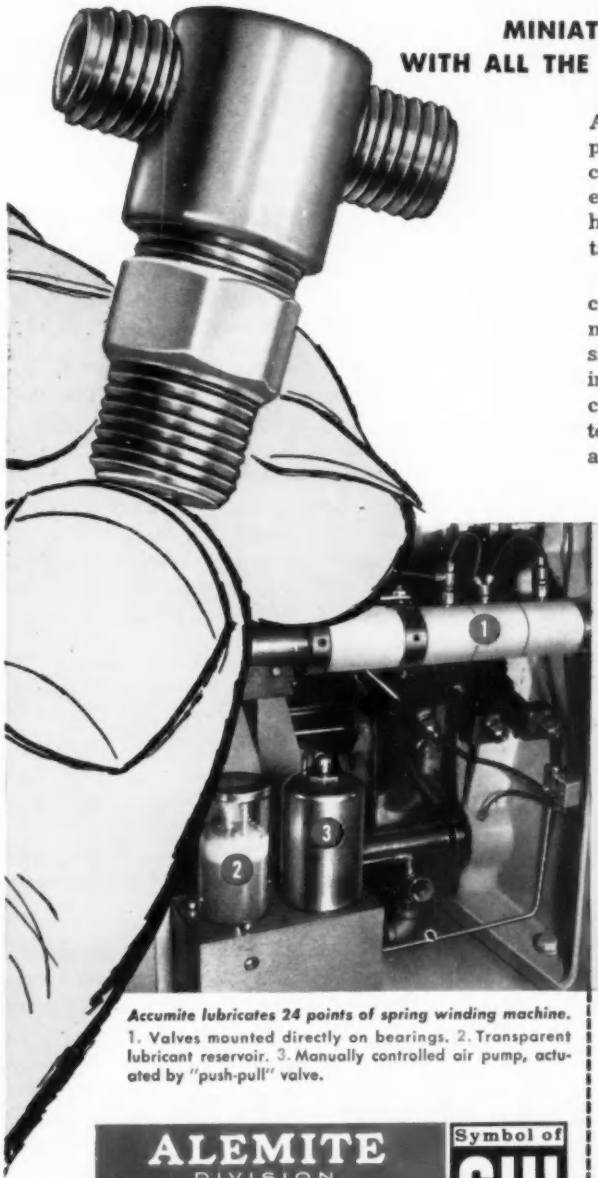
WEAN EQUIPMENT CORPORATION

CLEVELAND 17, OHIO

Detroit • Chicago • Newark

# NOW! Any Machine Can Have The Advantages of Centralized Lubrication... At Low Cost!

# Alemite "MINIATURE" ACCUMITE System




*Accumite lubricates 24 points of spring winding machine.* 1. Valves mounted directly on bearings. 2. Transparent lubricant reservoir. 3. Manually controlled air pump, actuated by "push-pull" valve.

**MINIATURE SIZE FOR LIMITED SPACE — WITH ALL THE QUALITY OF HIGHER-PRICED SYSTEMS!**

Alemite—with 40 years of centralized lubrication experience—announces an all-new miniature system complete with pump, metering valves and controls—especially designed to service many machines and vehicles where centralized lubrication has been impractical until now!

Alemite's new midget-size Accumite system is especially adaptable to light, precision, multiple-bearing machines that have limited installation space. Its small size and simple installation overcomes cost limitations in most plants. Typical applications are: packaging, canning, labeling and textile machines . . . and machine tools. It is also suitable for tractor trailers, lift trucks and farm implements.

**ACCURATELY METERS THESE SHOTS OF OIL OR GREASE**

**.003 cu. in. .006 cu. in. .009 cu. in.**

**ALL THE ADVANTAGES OF "BUILT-IN" MEASURED LUBRICATION—PLUS MIDGET SIZE!**

- Meters exact amounts of refinery-clean lubricants to all bearings whenever system is operated.
- Eliminates shutdown time for lubrication.
- Seals lubricant against dirt, grit and water.
- Prevents bearing troubles due to neglect or use of wrong lubricants.
- Services all bearings in one operation.
- Avoids work spoilage and bearing repairs due to overlubrication.



**Mail coupon for full information!**

ALEMITE, Dept. U-38
1850 Diversey Parkway, Chicago 14, Ill.

Please send me all the facts about your new "Miniature" Accumite system.

Name_____

Company_____

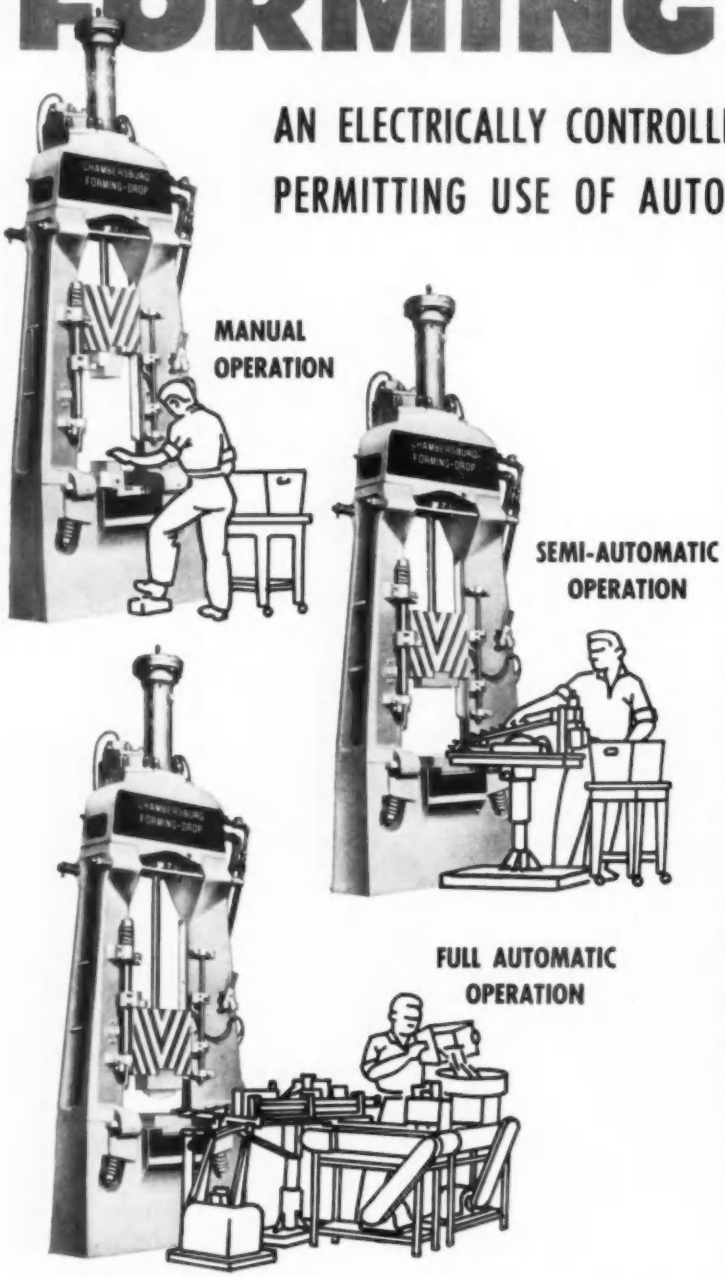
Address_____

City_____ Zone_____ State_____

ALEMITE DIVISION
STEWART-WARNER CORPORATION
Symbol of SW Excellence
1850 Diversey Parkway, Chicago 14, Ill.

# CHAMBERSBURG'S *NEW* FORMING DROP

## AN ELECTRICALLY CONTROLLED GRAVITY DROP HAMMER PERMITTING USE OF AUTOMATIC FEEDING DEVICES–




THIS NEW HAMMER, the result of original research and development by the Chambersburg Engineering Company, is especially designed for precision blow control and the accommodation of automatic feeding devices to perform such operations as forming, embossing, coining and re-striking in a single die impression.

Precise blow control is achieved by maintaining close pressure tolerances on the air supply and by the fine adjustment of a regulating valve on the hammer's exhaust system. These two features combined in a Chambersburg-designed hammer structure result in a tool which offers faster, safer, effortless and more accurate production in operations requiring a single blow in a single die impression.

The Forming Drop may be arranged for manual stock handling with a standard treadle operation or mechanical feeds can be engineered and installed to suit a variety of jobs. Utilizing suitable hoppers, sorting and orienting equipment in combination with and synchronized to the hammer, many jobs can be completely mechanized.

Consult with Chambersburg engineers regarding the application of the Forming Drop and automatic feed to your job—or write for Bulletin 73-L-7.

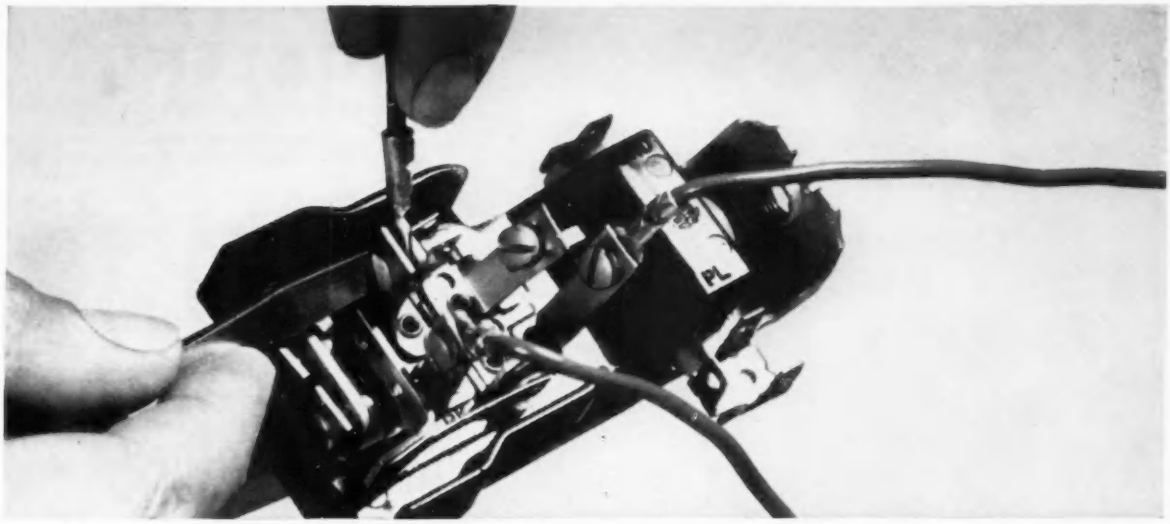
# CHAMBERSBURG

**THE HAMMER BUILDERS**

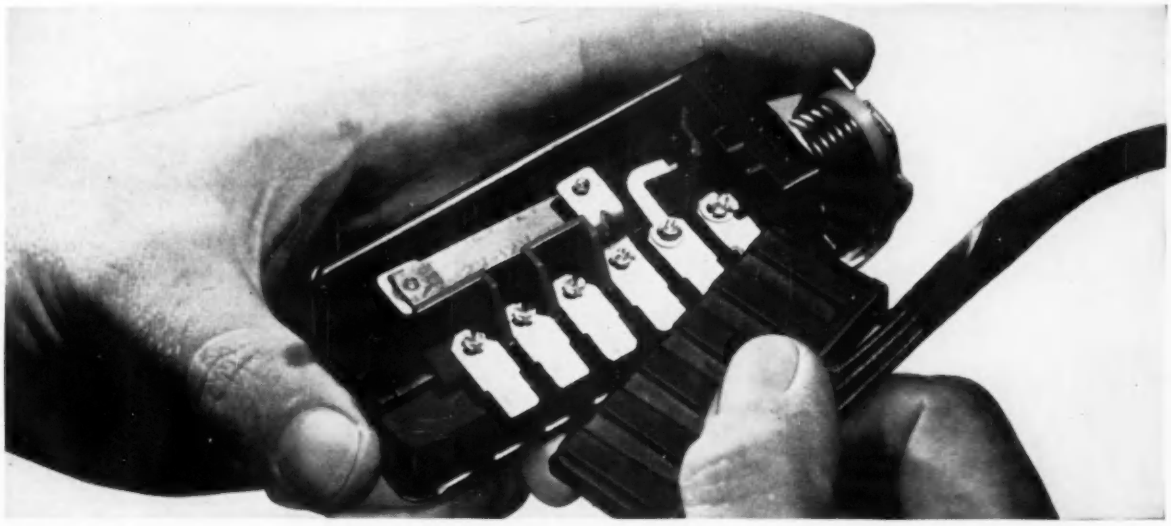
CHAMBERSBURG ENGINEERING CO.

Builders of THE IMPACTER "FORGING IN MID-AIR"

CHAMBERSBURG, PENNSYLVANIA



**THINK** / *of the effort here!*



**CONSIDER** / *the savings Packard makes possible.*

These self-insulating "Snap Fast" connector units simply snap together, simultaneously connecting two, three, five—up to eight different electrical circuits, *instantly*, without error or indecision. Automakers using this Packard Electric idea *save more than a million dollars per year in production costs!*

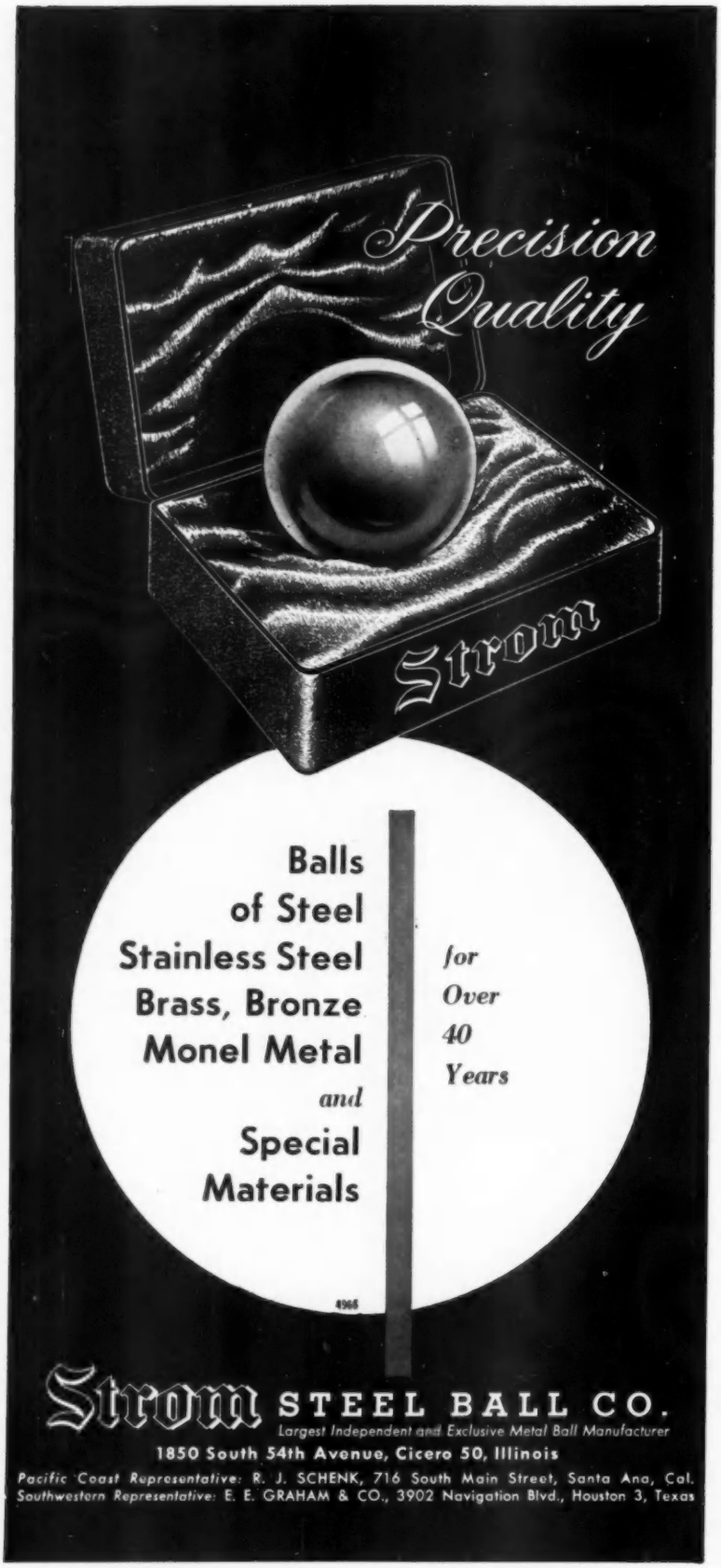
These connectors can't be installed improperly. And they won't shake loose. They effectively eliminate assembly line fires or other damage which result from incorrect single terminal installation.

Packard Electric produces highest quality cable, complete wiring harnesses and new wiring ideas to help save you time, money and trouble. Packard Electric maintains offices in Detroit, Chicago and Oakland, California, for your convenience. If you are not already using Packard Electric wiring *know-how* to simplify your product and make it work better—now's the time to act.

*Packard Electric*

*Warren, Ohio*

*"Live Wire" division of General Motors*




# CALENDAR

## OF COMING SHOWS AND MEETINGS

Steel Founders' Society of America, annual meeting, Drake Hotel, Chicago, Ill. .....Mar. 17-18

ASME Aviation Division, Conference, Hotel Statler-Hilton, Dallas, Tex. .....Mar. 17-20

International Atomic Exposition, Inc., International Amphitheatre, Chicago, Ill. .....Mar. 17-21

ASME Committee on Management Conference, Hotel Somerset, Boston, Mass. .....Mar. 19-20

Society of Plastics Industry, Inc., Pacific Coast Section Conference, El Mirador Hotel, Palm Springs, Calif. .....Mar. 26-28

Commercial Chemical Development Association, annual meeting, Statler Hotel, New York, N. Y. Mar. 27

Purdue Industrial Engineering Conference, Purdue University, Lafayette, Ind. .....Mar. 31-Apr. 1

SAE Production Meeting and Forum, Drake Hotel, Chicago, Ill. .....Mar. 31-Apr. 2

International Automobile Show, N. Y. Coliseum, New York, N. Y. .....Apr. 5-13

SAE Aeronautic Production Forum and Aircraft Engineering Display, Hotel Commodore, New York, N. Y. .....Apr. 8-11

Design Engineering Conference, International Amphitheatre, Chicago, Ill. .....Apr. 14-17

American Welding Society Show and annual technical meeting, Kiel Auditorium and Hotel Statler, St. Louis, Mo.....Apr. 14-18

Institute of Environmental Engineers, second annual meeting, Hotel New Yorker, New York, N. Y. .....Apr. 17-18

Metal Powder Association, annual meeting, Sheraton Hotel, Philadelphia, Pa. .....Apr. 21-23

Westinghouse 1958 Machine Tool Forum, Hotel Statler, Buffalo, N. Y. .....Apr. 29-30

American Society of Tool Engineers, annual meeting and tool show, Convention Hall, Philadelphia, Pa. .....May 1-8

Western Regional Material Handling Show, Great Western Exhibit Center, Los Angeles, Calif. .....May 8-10

American Society for Metals, Southwest Metal Exposition and Congress, Dallas, Tex. ...May 12-16

Society for Experimental Stress Analysis, spring meeting, Hotel Manger, Cleveland, O. ....May 14-16

National Truck, Trailer and Equipment Show, Great Western Exhibit Building, Los Angeles, Calif. .....May 15-18

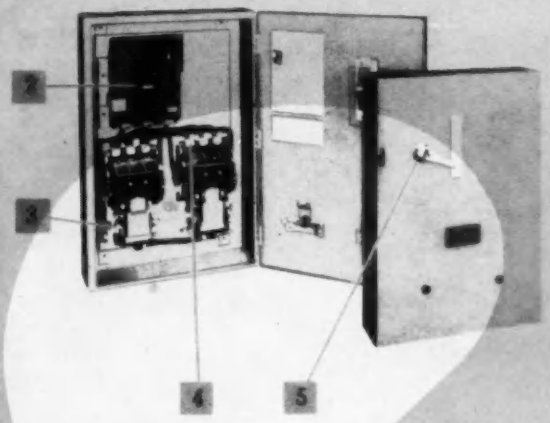
Society of Aeronautical Weight Engineers, Inc., Belmont Plaza, New York, N. Y. .....May 19-22

American Foundrymen's Society, 1958 Foundry Show, Cleveland Public Auditorium, Cleveland, O. .....May 19-23

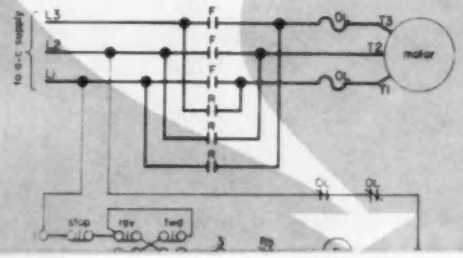



# NEW
## WESTINGHOUSE CONTROL CATALOG

class 11216 | product description | price information | class 11-216




wiring diagram




| volts 60 cycles | max. hp. | NEMA size | circuit breaker amps and frame size | NEMA 1 general purpose catalog number | NEMA 4 water-tight catalog number |
|---|---|---|---|---|---|
| 3 phase • 3 pole | | | | | |
| 110 | ½ | 0 | 15E | ①S0ANNA | ①W1ANNA |
| | 1 | 0 | 20E | ①S0BNNA | ①W1BNNA |
| | 2 | 0 | 30E | ①S0DNNA | ①W1DNNA |
| | 3 | 1 | 40E | ①S1FNNA | ①W1FNNA |
| | 3 | 1 | 50E | ①S1GNNA | ①W1GNNA |
| | 5 | 2 | 70E | ①S2HNNA | ①W2HNNA |
| | 10 | 2 | 100E | ①S2JNNA | ①W2JNNA |
| | 15 | 3 | 100F | ①S3JNNA | ①W3JNNA |
| | 25 | 4 | 200J | ①S4NNNA | ①W4NNNA |
| 220 | 1 | 0 | 15E | ①S0ANNB | ①W1ANNB |
| | 3 | 0 | 20E | ①S0BNNB | ①W1BNNB |
| | 3 | 1 | 30E | ①S1DNNB | ①W1DNNB |
| | 7½ | 1 | 50E | ①S1GNNB | ①W1GNNB |
| | 10 | 2 | 70E | ①S2HNNB | ①W2HNNB |
| | 15 | 2 | 100E | ①S2JNNB | ①W2JNNB |
| | 30 | 3 | 100F | ①S3JNNB | ①W3JNNB |
| | 50 | 4 | 200J | ①S4NNNB | ①W4NNNB |
| 440 | 5 | 0 | 15F | ①S0ANNC | ①W1ANNC |
| | 5 | 1 | 30F | ①S1DNNC | ①W1DNNC |
| | 10 | 1 | 40F | ①S1FNNC | ①W1FNNC |
| | 25 | 2 | 50F | ①S2GNNC | ①W2GNNC |
| | 50 | 3 | 100F | ①S3JNNC | ①W3JNNC |
| | 100 | 4 | 200J | ①S4NNNC | ①W4NNNC |
| 550 | 5 | 0 | 15F | ①S0ANND | ①W1ANND |
| | 5 | 1 | 20F | ①S1BNND | ①W1BNND |
| | 10 | 1 | 30F | ①S1DNND | ①W1DNND |
| | 10 | 2 | 40F | ①S2FNND | ①W2FNND |
| | 25 | 2 | 50F | ①S2GNND | ①W2GNND |
| | 50 | 3 | 100F | ①S3JNND | ①W3JNND |

# LETS YOU SELECT, SPECIFY AND ORDER
# FROM ONE PAGE

The numbering system of this new catalog makes it easy to specify and order any Westinghouse control product. Wiring diagrams, dimensions, identification, weight and pricing for each product are all clearly organized on single pages for each product.

Selection is easy, too. All you need is such standard information as system voltage, motor size and control enclosure. Turn to the indexed page and there's the information ready to write on one line of your order form. Add the quantity and your order is complete.

It's part three of the Westinghouse campaign to give you: industry's finest, most complete line of control products—*fast* delivery service—and now, simplified one-page ordering. For additional information on this new Westinghouse *Control For Motors* catalog, contact your nearby Westinghouse sales office or distributor.

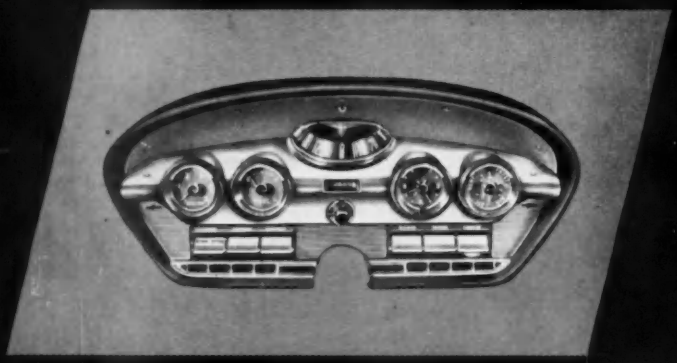
J-30290

YOU CAN BE SURE...IF IT'S Westinghouse

DISTINCTIVE

AUTOMOTIVE

INSTRUMENTATION



KS

KING-SEELEY CORPORATION

ANN ARBOR,

MICHIGAN



# Need Seamless Steel Tubing Immediately?



## Get "out-of-stock" delivery Call your USS Shelby Seamless Distributor!

WHY WAIT FOR DELIVERY when you can get all the top-quality Seamless Steel Tubing you need from your close-at-hand USS Shelby Seamless distributor?

Phone him, write him, drop in and see him—and you'll get prompt, courteous and efficient service, the likes of which you've never seen before.

• The consistent high quality of USS Shelby Seamless Tubing, its dimensional accuracy and superior machining characteristics make it easy to fabricate. Use it and cut tool costs, reduce rejects, save both time and money, and turn out a finer product.

• Shelby Seamless is available in round, square, rectangular, and other special shapes in any commercial size—from ¼" CD to 10¾" OD and in wall thicknesses from .035" to 2.000" . . . in a wide range of steel grades and anneals.

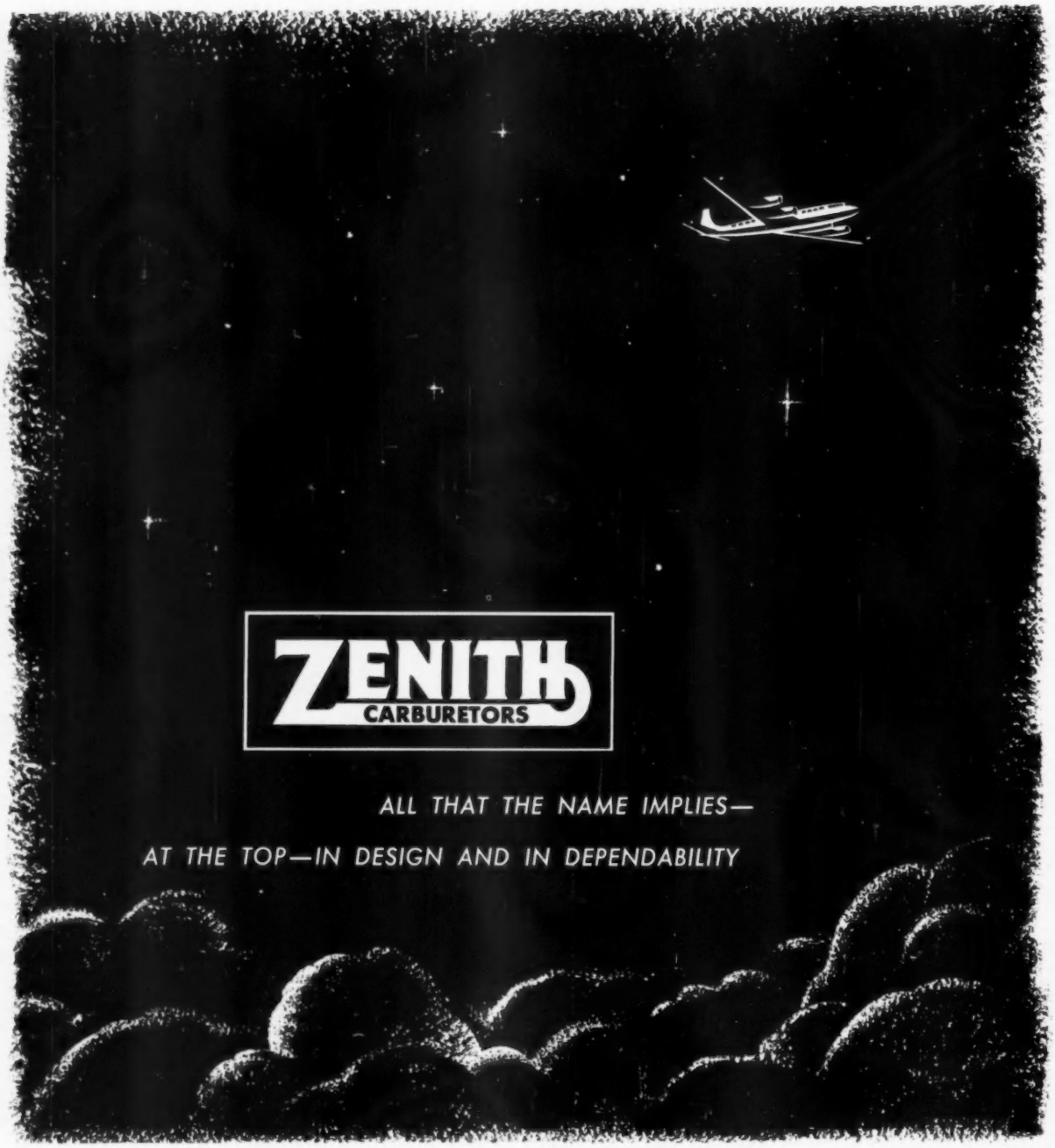
— Contact your Shelby Seamless Distributor now! —

**NATIONAL TUBE DIVISION, UNITED STATES STEEL CORPORATION, PITTSBURGH, PA.**
*(Tubing Specialties)*
COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO, PACIFIC COAST DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY• NEW YORK

USS **SHELBY SEAMLESS MECHANICAL TUBING**

WALLS WITHOUT WELDS

UNITED STATES STEEL




For years, Zenith has been favorably known for the manufacture of reliable carburetors—for almost every type of engine. When you have a carburetor problem, we have a unit which probably will meet your special requirements . . . or we have the engineering and production experience to design and build the carburetor you need. Covering a span of about 50 years of engineering and manufacturing progress, **Zenith* actually has more experience in more fields with more engine types than any other manufacturer.** *REG. U.S. PAT. OFF.

## Zenith Carburetor Division

696 HART AVE., DETROIT 14, MICH.
*Export Sales: Bendix International, 205 E. 42nd St., New York 17, N. Y.*

Bendix
AVIATION CORPORATION

we do **one** thing—

and we do it very well!



**STRIP STEEL** production is our specialty. From this you gain special benefits: experienced counsel on your strip applications...dimensional exactness...uniform quality, to speed product fabrication...the finish you want, in every coil. For superior quality and superior service in stainless, spring, alloy or clad metal strip steels *call Superior!*

**Superior Steel**

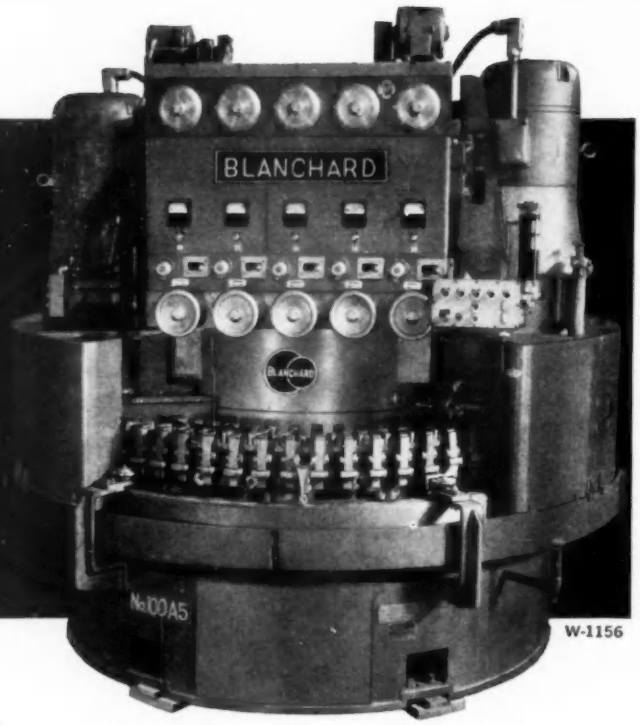
DIVISION OF

COPPERWELD STEEL COMPANY

CARNEGIE, PENNSYLVANIA

For Export: Copperweld Steel International Company, New York

# For mass production grinding at lowest unit cost... Blanchard Center Column Surface Grinders



W-1156

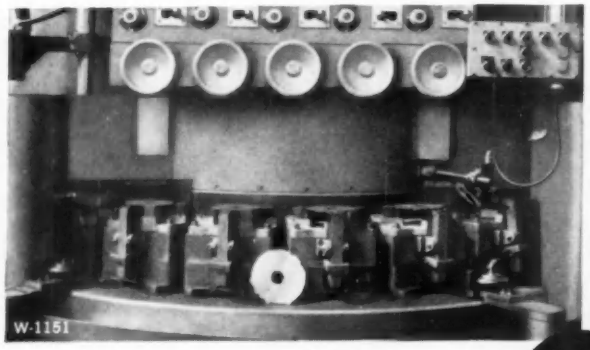
For long-run work at high production rates, it's just plain good economic sense to grind flat surfaces on the Blanchard. These automatic multiple-spindle machines are widely used in the cost-conscious automotive industry for close-tolerance grinding from the rough castings or forgings. Time-saving Blanchard fixtures allow a single operator to handle large quantities of parts every shift.

Blanchard Center Column Grinders are available with three, four or five grinding spindles and 80", 90" or 100" O. D. work tables to handle a wide variety of parts. The No. 100-A5 is shown.

New functional design, with minimum floor space, provides several advantageous features. Sludge disposal is automatic to coolant reservoir . . . power rapid traverse on each head speeds wheel changes. Wheels are easily reached through separate doors from the floor. Centralized lubrication . . . all operating controls are easily accessible, with complete safety features for operator and machine protection . . . large loading-unloading area. These and other features result in better grinding jobs in less time—*and at less cost*—when you Put It On The Blanchard.

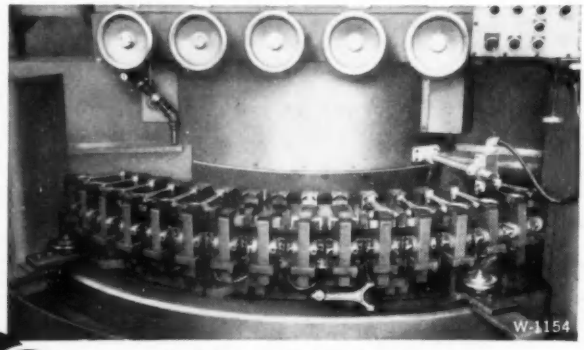
*Send for illustrated folder No. 374 which describes the 3 models of the Center Column machines in detail.*

*Typical Grinding Jobs Performed on the Blanchard Center Column Grinder:*


W-1151

***Front Pump Cover.*** MATERIAL: Cast Iron. STOCK PER SIDE: 1/16" to 5/32". NO. OF SIDES GROUND: One. LIMITS: Must be flat within .002". PRODUCTION: 360 pieces per hour (net). These pieces are ground in a 20 station fixture, on a No. 100-A5 Blanchard.

BLANCHARD


W-1154

***Connecting Rods.*** MATERIAL: Steel forging. STOCK PER SIDE: 1/32". 1st OPERATION: Grind 2 sides and 2 ends. LIMITS: ±.001". NO. OF SIDES: 2. PRODUCTION: 600 per hour, 1200 surfaces (net). These pieces are ground in a 60 station fixture, on a No. 100-A5 Blanchard.

**THE BLANCHARD MACHINE COMPANY** 64 STATE ST., CAMBRIDGE 39, MASS., U. S. A.

# *two more* UNIT PREAMPLIFIERS

## in the new

# SANBORN "450" SERIES



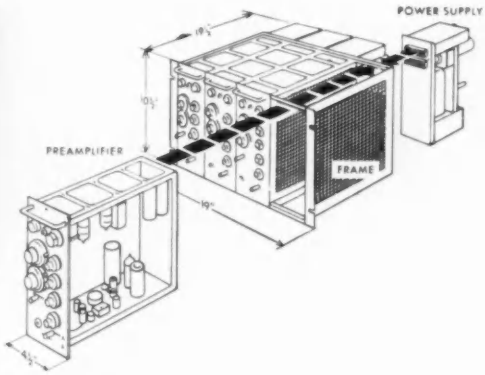
Model 450-1200 Servo Monitor (Demodulator) Preamplifier

Model 450-1300A DC Coupling Preamplifier

Here are the newest of the recently introduced Sanborn "450" Series Unit Preamplifiers—compact, lightweight, self-contained instruments for use with optical and tape recorders, wide band 'scopes, panel meters, computers, etc. (For use with high speed optical galvanometers at frequencies above 500 cps, requiring larger current swings, a transistor output amplifier is built into the 450-1800A True Differential DC type and available as optional equipment on other 450's.) As with all 450 Unit Preamplifiers, the new Servo Monitor and DC Coupling models mount in either individual portable cases or in the four-unit 19" module frame (#354-1100-C2) shown. The *450* designation refers to *unit packaging* of Sanborn 350 Preamplifiers and Power Supplies in individual 450 cases. Loosening two front panel thumbscrews allows quick, simple interchangeability. Since *all* "450" Preamps use the 350-500 Power Supply (which remains in place at the rear of the frame or case), new requirements necessitate only additional *Preamplifier* units, permitting sizable savings in equipment investment.

The Model 450-1200 is a phase-sensitive demodulator, whose DC output voltage is proportional to the in-phase (or 180° out-of-phase) component of an AC signal with respect to a reference. Precision measurement is realized by such characteristics as negligible quadrature signal error, provision for floating signal and reference inputs, front panel VTVM for accurate calibration signals. The 450-1200 accepts the outputs of resolvers, synchros, differential transformers and other transducers. The 450-1300A is a moderate gain, balanced input—balanced output DC amplifier. Its input circuit performs equally well with single-ended or balanced signals.

The "450" Series Unit Preamplifiers presently include the Model 450-1100 Carrier, 450-1200 Servo Monitor, 450-1300A DC Coupling and 450-1800A True Differential DC types. Following these will be "450" Series Logarithmic and Low Level types. Further data and application information on present models is available on request.




## MAJOR SPECIFICATIONS

### MODEL 450-1200 SERVO MONITOR PREAMPLIFIER

**Sensitivity:** 5 mv (in phase) produces 1 volt at output jack under maximum output load conditions
**Input Impedance:** Signal 100k
Reference 12.5k for 15 volts, 55k for 120 volts
**Frequency Response:** 3db down at 20% of carrier frequency filter position
**Carrier Frequency Filter:** Selected by a switch (three positions)
Low 60 cycles
Med 400 cycles
Hi 1000 cycles (5000 cycles optional)
**Reference Voltage:** Internal selection accepts voltages from 15 to 120 volts
**Quadrature Rejection:** Ratio better than 100:1
Maximum permissible quadrature before overload indicator lights is twice full scale (in phase)
**Calibrate Voltage:** 10 millivolts internal (set by meter on panel)
**Drift:** Less than 0.1% of full scale per hour
**Preamplifier Output Jack:** ±3 volts available into 2.2k minimum load resistance. Output appears across two cathodes at approximately ground potential
**Rear inputs** and **overload indicator lights** are included
**Output Impedance:** 1k
**Overall Linearity:** ±¼%
**Power Requirements:** 115 volts, 50-400 cycles, approximately 35 watts

### MODEL 450-1300A DC COUPLING PREAMPLIFIER

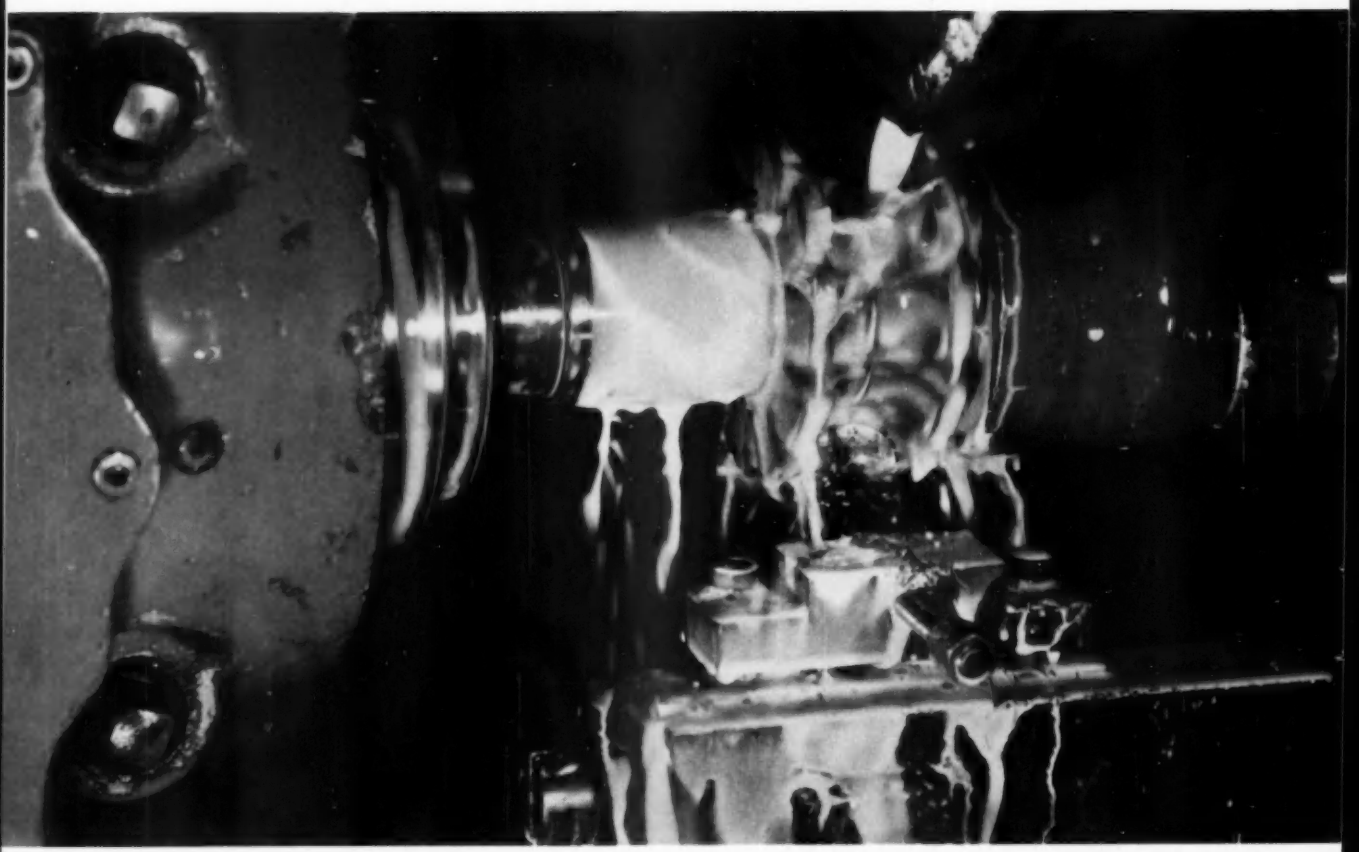
**Sensitivity:** 50 mv produces 1 volt at output jack under maximum output load conditions
**Input Impedance:** 5 megohms each input side to ground
**Input:** Single-ended or push-pull
**Preamplifier Output Jack:** ±3 volts into 2.2k minimum load resistance. Output is balanced and appears across 2 cathodes at approx. ground potential
**Output Impedance:** 1k
**Drift:** Referred to iaput 2 mv/hr. line voltages change less than 10%
**Frequency Response:** 0-20kc
**Calibration:** 100 millivolts internal
**Linearity:** ±½%
**Rear inputs** included

*See the new "450's" and other Sanborn equipment at Booth 3601-3603 I. R. E. Show*

**SANBORN COMPANY**
INDUSTRIAL DIVISION
175 WYMAN STREET, WALTHAM 54, MASS.



**Wheels and machines stay cleaner** with emulsions of new S.E.C.O. Also, finishes are better.



**Emulsions of new S.E.C.O.** allow faster cuts with less tool wear.

*Photos courtesy of*
*Peter Salmon Co., Glenside, Pa.*

# NEW EMULSIFYING OIL KEEPS MACHINES CLEAN, PROTECTS AGAINST RUST, GIVES IMPROVED HARD-WATER EMULSION STABILITY

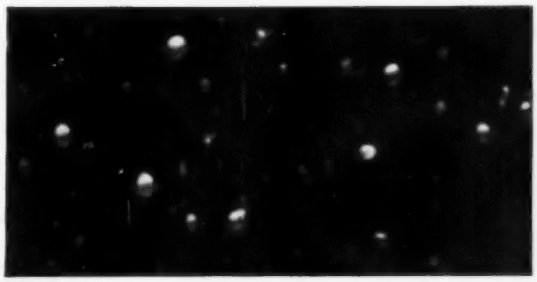
Emulsions of Sun's new S.E.C.O. (Sunoco® Emulsifying Cutting Oil) with smaller oil particle size give you the following benefits—

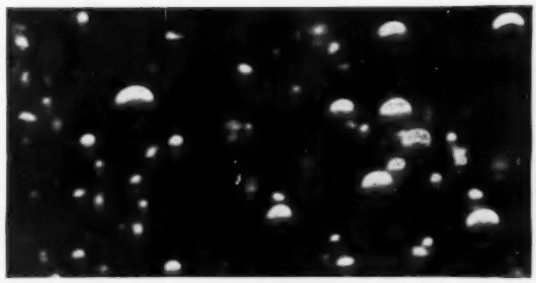
**EMULSION STABILITY**—In hard-water areas, impartial field tests show that emulsions of *new* S.E.C.O. stand up better under more severe conditions than those made with other regular emulsifying cutting oils.

**DETERGENCY**—The excellent wetting properties and detergency of *new* S.E.C.O. allow dirt and fines to settle quickly out of emulsions. Grinding wheels and machines stay cleaner.

**RUST-PREVENTION**—The smaller oil particle size in emulsions of *new* S.E.C.O. gives better metal wetting properties and increased protection against rust and corrosion. See photos below.

If you're a regular user of S.E.C.O., notice how much it has been improved. If you're not, find out what we mean about greater economy and improved production with *new* Sunoco Emulsifying Cutting Oil. Call your Sun representative, or write to Sun Oil Company, Philadelphia 3, Pa., Dept. I-9.





**800x photomicrographs of 10% emulsions.** *New* S.E.C.O. emulsion on left contains *8 times* as many oil particles per unit volume as ordinary emulsion on right. Many minute particles in S.E.C.O. emulsion do not show at this magnification.

SUNOCO®

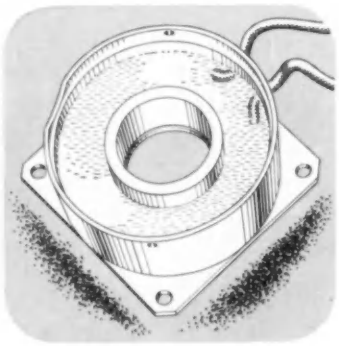
INDUSTRIAL PRODUCTS DEPARTMENT

**SUN OIL COMPANY** Philadelphia 3, Pa.

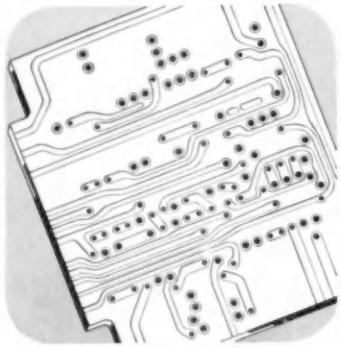
IN CANADA: SUN OIL COMPANY LIMITED, TORONTO AND MONTREAL

©Sun Oil Co., 1958

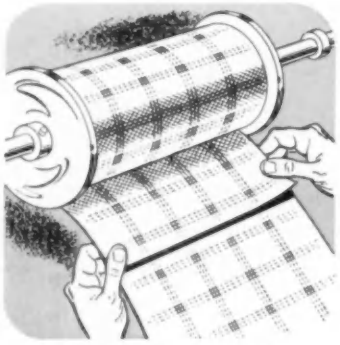
# How you can cut time and costs with R/M Ray-BOND® Adhesives



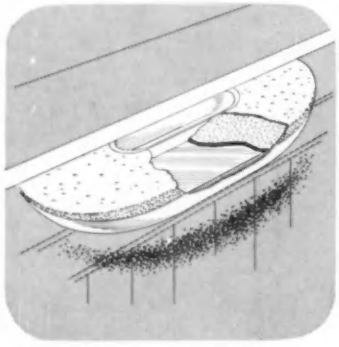
Casting compound for electrical applications



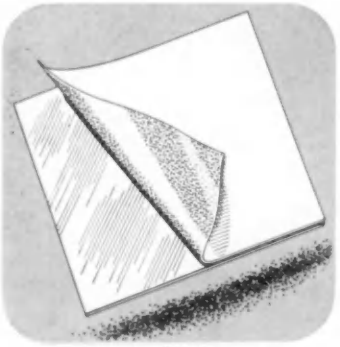
Bonding printed circuits



Bonding textile to textile



Bonding synthetic foam to metal in auto armrest



Bonding "Teflon"* to steel
*A Du Pont trademark



Sealer for automobile window channel

## FOR THESE AND 1001 OTHER APPLICATIONS NEW R/M RAY-BOND ADHESIVES CAN BE TAILORED TO YOUR NEEDS

The number of new places you can use adhesives today is growing faster than ever. With new bonding techniques, with modern Ray-BOND adhesives, you can cut fastening time and costs in a variety of applications never possible before.

R/M Ray-BOND adhesives are of two different types—thermosetting and thermoplastic. They are available in different degrees of viscosity—for either spraying or painting. They give top performance under the most severe operating conditions—withstand temperature extremes ranging from –80° to +700°F.

Whether or not you've yet considered bonding, laminating, sealing or coating in your own operations, talk to an R/M engineer now. From over 20 years' pioneering in the production of bonded assemblies and the manufacture of adhesives and coatings, R/M has acquired a wealth of knowledge and experience that might help you find new ways to improve your product or cut costs. Write or call for complete information on new Ray-BOND adhesives now.

R/M Bulletin No. 700 contains engineering information you will want on Ray-BOND adhesives, protective coatings and sealers. Write for your free copy.



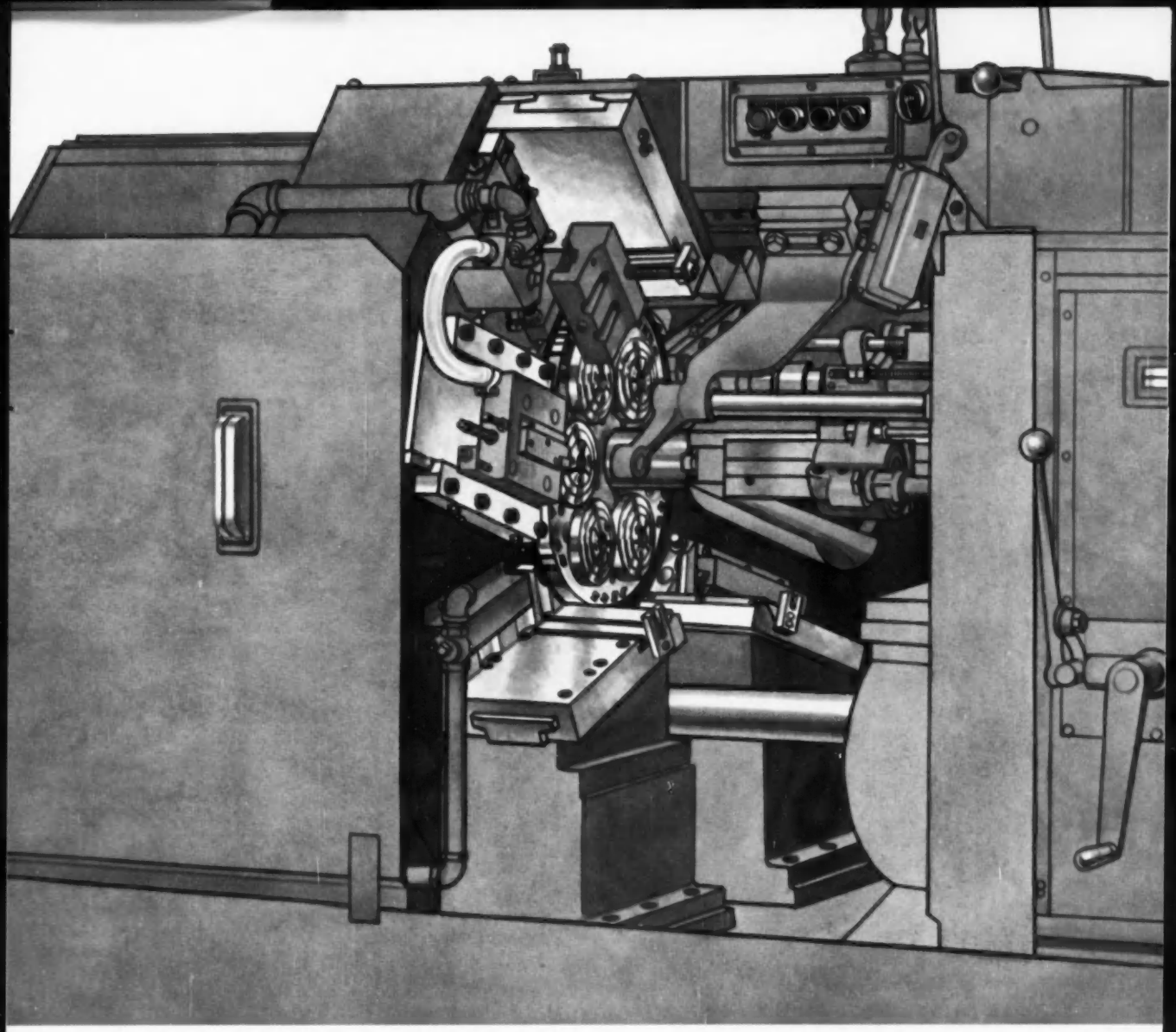
**RAYBESTOS-MANHATTAN, INC.**

**ADHESIVES DEPARTMENT: Bridgeport, Conn.**

Chicago 31 • Detroit 2 • Cleveland 16 • Los Angeles 58

**FACTORIES:** Bridgeport, Conn.; Manheim, Pa.; Passaic, N.J.; No. Charleston, S.C.; Crawfordsville, Ind.; Neenah, Wis.; Paramount, Calif. Raybestos-Manhattan (Canada) Limited, Peterborough, Ontario, Canada

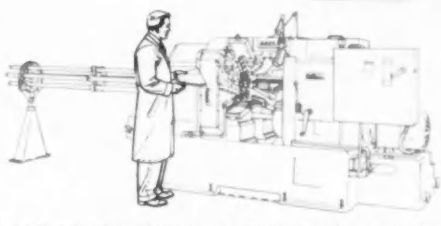
RAYBESTOS-MANHATTAN, INC., Industrial Adhesives • Brake Linings • Brake Blocks • Clutch Facings • Industrial Rubber • Engineered Plastics • Sintered Metal Products Rubber Covered Equipment • Asbestos Textiles • Laundry Pads and Covers • Packings • Abrasive and Diamond Wheels • Bowling Balls



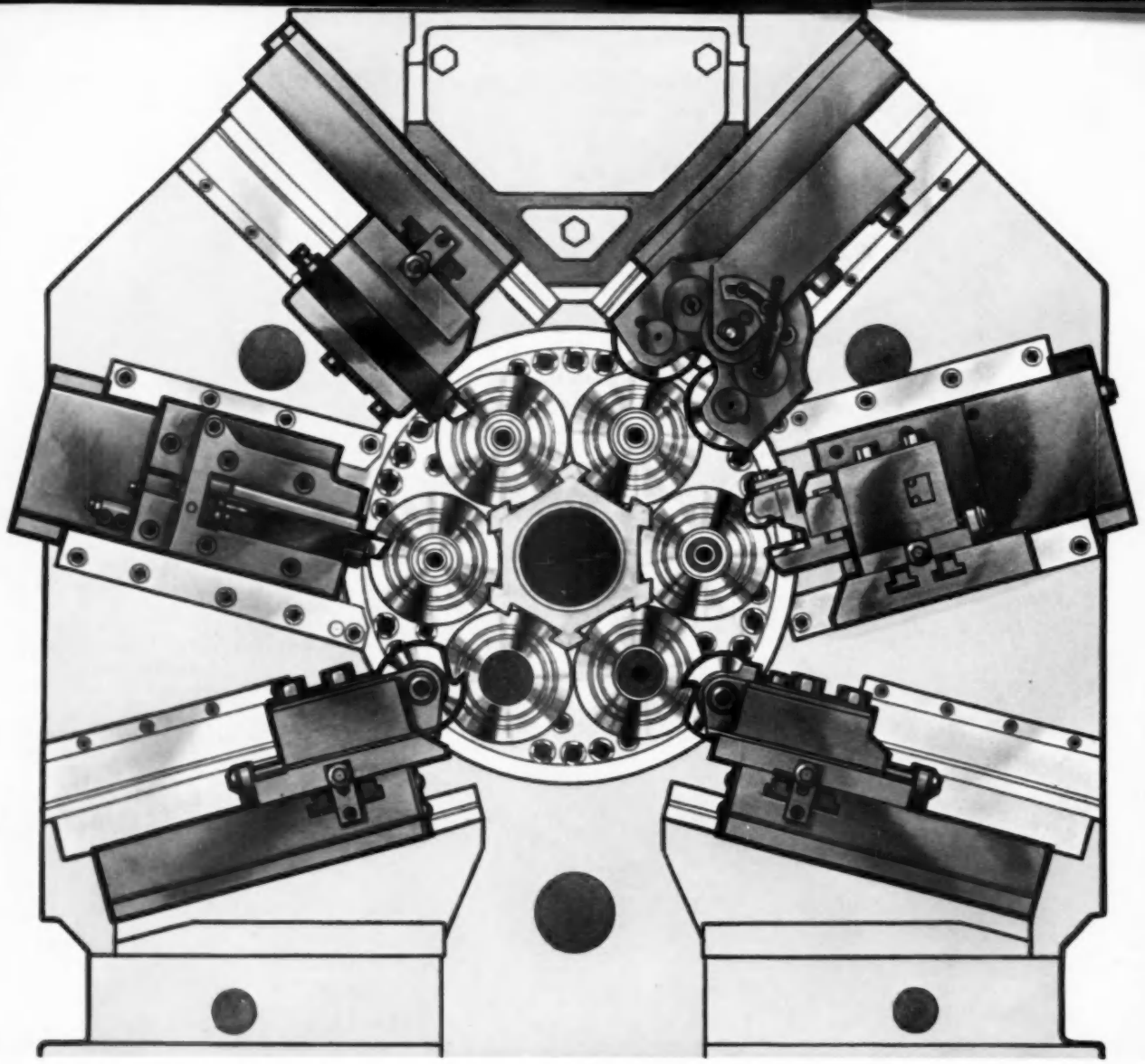
# for New Britain accuracy in the 1" and 1¼" range

The new Model 52 gives you every feature of the most modern bar machine design.

Six independent radially-operated cross slides • Spindle speed range of 271-4249 r.p.m. • Spherical roller collet closing mechanism • Automatic stop • More efficient spindle spacing • Greater tooling area accessibility • Positive locating and locking of spindle carrier • Wear-preventing spindle carrier lifting mechanism. Turn the page for more information. The New Britain Machine Company, New Britain-Gridley Machine Division, New Britain, Connecticut.



MODEL **52** NEW BRITAIN AUTOMATIC BAR MACHINE



# more operations with a cross slide in every position

The New Britain 52-62 Series automatic bar machines offer you the advantages of a cross slide for every spindle, permitting practically unlimited tooling combinations. Completely independent of each other, and solidly mounted on the frame of the machine, these six cross slides permit more operations on a single machine with simpler tools and attachments. The readily accessible cross-slide cams permit more rapid change-over, too. The New Britain Machine Company, New Britain-Gridley Machine Division, New Britain, Connecticut.



MODEL **62** NEW BRITAIN AUTOMATIC BAR MACHINE
1⅝" and 2¼"

*(Advertisement)*

# A Review of the Phosphate Coatings

## Specified for the Protection of Metal Surfaces

By HUGH GEHMAN, Assistant Manager, Product Development Dept., AMERICAN CHEMICAL PAINT COMPANY

Phosphate coatings are protective inorganic finishes that actually change the chemical nature of metal surfaces. The metal reacts with the applied phosphate solution to form a nonmetallic, crystalline coating which serves to:

- **Improve paint adhesion**
- **Provide protection against corrosion**
- **Increase lubricity of friction surfaces**
- **Facilitate mechanical deformation of metals**
- **Decorate—in many instances**

Satisfactory protection of steel, zinc and aluminum surfaces against corrosion, paint peeling and blistering, and hard wear requires precision methods of chemical conversion coating.

### Types of Conversion Coatings

There are seven classes of chemical conversion coatings commonly specified and used throughout industry today. They are as follows:

**Zinc-iron phosphate** (ACP Granodine®). This is the heaviest type of coating (gray in color) used for prepaint treatments on steel, iron and zinc surfaces. The process requires five or six operations: cleaning; rinsing; rust removal, if necessary; coating; rinsing; and a second rinse. Coating weight ranges from 100 to 600 mg per sq. ft.

Medium or large volume production of automobile bodies, appliances, projectiles and cabinets can be handled effectively.

The coating solution improves paint adhesion by forming a crystalline deposit over the metal surface. This deposit is rough, as revealed microscopically, and so offers an ideal gripping surface for paint particles.

**Manganese-iron phosphate** (ACP Thermoil-Granodine®). This is a heavy black coating used on friction surfaces to prevent galling, scoring and seizing of parts. Typical metal parts treated are pistons, piston rings, gears, cylinder liners, camshafts, tappets and various small arms components.

**Iron phosphate** (ACP Duridine®). This is a comparatively new process that places a light coating on surfaces for improved paint adhesion. Since cleaning and coating occur in the same bath, it has only three to five stages.

The iron phosphate treatment is a spray process suited for medium to large volume, large or small work. Precleaning is normally unnecessary, an economy factor in its favor.

Products protected by this process are steel or iron fabricated units, such as cabinets, washing machines and refrigerators. Weight of coating is 50 to 100 mg per sq. ft.

**Zinc phosphate** (ACP Lithoform®). This is a crystalline coating produced on galvanized iron and other zinc surfaces—also cadmium—for improving paint adhesion. The purpose of the coating is to provide a paint-gripping surface and to prevent the reaction between acidic components of the paint and the zinc metal, with the formation of soaps and loss of paint adhesion.

This coating is applied in weights of 75 to 500 mg per sq. ft. There are no limitations on volume or production or on size of products treated. Zinc phosphate coating is used on zinc alloy die castings, zinc or cadmium plated sheet or components, hot dip galvanized stock, and Galvanneal.

**Amorphous phosphate** (ACP Alodine®). This is a relatively new protective coating for aluminum and aluminum alloys. It may be used in place of anodic deposition for improved paint adhesion and corrosion resistance.

This coating is practical for production in any volume. Coating weight is 100 to 600 mg per sq. ft. Products treated include helmets, belt buckles, aircraft and aircraft parts, bazookas and rocket motors, roofing and siding. Particularly good when aluminum is painted prior to forming.

**Zinc-iron phosphate for oil absorption** (ACP Permadine®). This is a relatively heavy coating adapted to the retention of rust-inhibiting drying or nondrying oils and waxes on ferrous metal surfaces. The coating is applied to a weight of 1000 to 4000 mg per sq. ft.

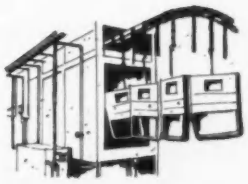
The process is satisfactory for large or small work in any volume—nuts, bolts, hardware, guns, tools, etc.

**Zinc-iron phosphate for metal forming** (ACP Granodraw®). This is a specialized coating used in conjunction with a suitable lubricant to facilitate the cold mechanical deformation of steel. The coating acts as an anchor for the lubricant throughout drawing, extrusion, and cold forming operations.

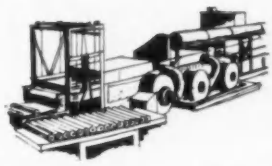
It is a successful treatment for products such as blanks and shells for cold forming, heavy stampings, impact extruded shapes, drawn wire and tube.

*For more complete information about any one or all of these chemical conversion coatings, contact an ACP sales representative or write us at Ambler, Pa.*

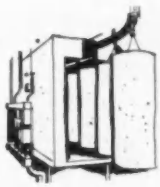
**Typical Installations of Phosphate Coating Systems**



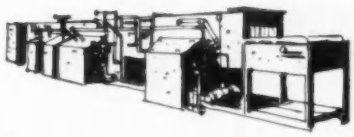
**Customer:** Truck manufacturer
**Problem:** Preparing cab parts for painting
**Cycle:** Phosphate wash; phosphate wash; rinse; chromic acid rinse; dry



**Customer:** Aluminum screen manufacturer
**Problem:** Final finish of aluminum shade screen
**Cycle:** Wash; rinse; phosphate coat; rinse; chromic acid rinse; dry



**Customer:** Water heater manufacturer
**Problem:** Preparation of water heater shells for synthetic enameling
**Cycle:** Phosphate wash; rinse; chromic acid rinse; dry



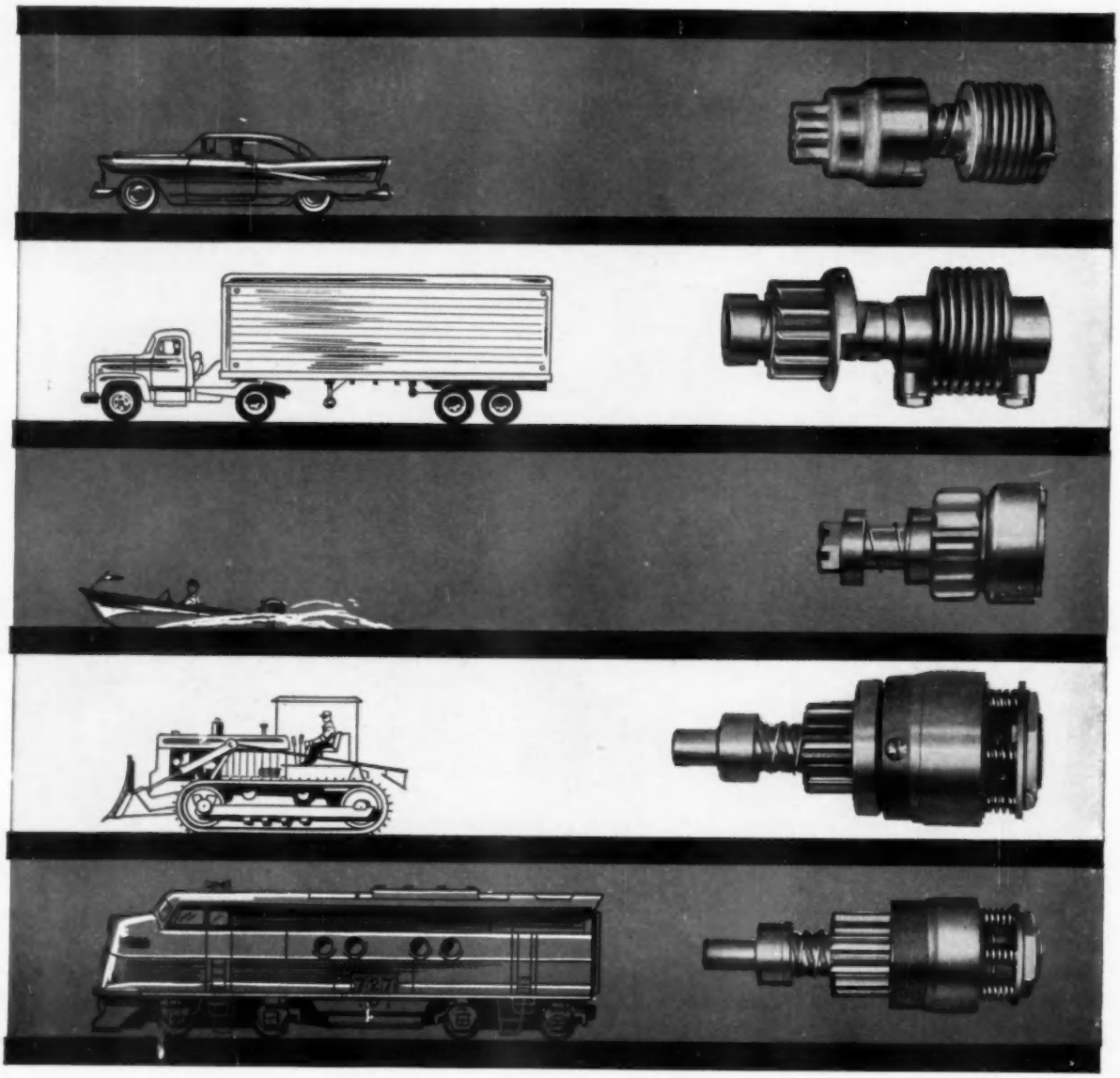
**Customer:** Hardware manufacturer
**Problem:** Preparing hardware parts for painting
**Cycle:** Wash; rinse; phosphate coat; rinse; chromic acid rinse; dry

CHEMICALS ACP PROCESSES

**AMERICAN CHEMICAL PAINT COMPANY**
**Ambler 24, Pa.**

**Detroit, Mich.** • **St. Joseph, Mo.**
**Niles, Calif.** • **Windsor, Ont.**

*New Chemical Horizons for Industry and Agriculture*



# BIG OR SMALL . . . BENDIX DRIVES START THEM ALL

Throughout the world of transportation it's an accepted fact that *you start with Bendix!* And it's not surprising. Bendix* Starter Drives have been synonymous with dependability for fifty years in the automotive field. They've proved themselves just as reliable on submarines, aircraft, earth movers, outboard motors, helicopters. In fact, every type of internal-combustion engine ever built has used a Bendix Starter Drive. Hospitals use Bendix Drives to activate their stand-by equipment. Air raid sirens across the country are started with Bendix Drives. It's logical to believe that such universal acceptance indicates a standard of quality which no other manufacturer has been able to match. Need we say more?

*REG. U. S. PAT. OFF.

**Bendix-Elmira, N.Y.**
ECLIPSE MACHINE DIVISION

Bendix
AVIATION CORPORATION

# NEW IGNITION CABLE HAS HYPALON® JACKET FOR HIGHER UNDER-HOOD TEMPERATURES

A leading truck manufacturer is now using ignition wire jacketed with HYPALON synthetic rubber to cope with service conditions on a new line of commercial engines.

A particular source of trouble is today's more powerful engine which produces high under-hood temperatures. In the development of these new engines, it was obvious that a new jacketing material would be needed. With HYPALON, the truck manufacturer now has a jacket that meets a heat aging requirement of 5 days at 275° F. and peak temperatures in excess of 300° F. The manufacturer also has a jacket with superior resistance to ozone cracking and corona cutting. HYPALON also has the resistance to oil and grease required for under-hood service.

HYPALON synthetic rubber also offers improved performance for many other products used by the automotive industry. You can learn more about HYPALON, and how it can help you, simply by mailing the coupon today.

**ELASTOMERS IN ACTION** HYPALON® • NEOPRENE




DU PONT
REG. U. S. PAT. OFF.

**HYPALON®**

**Better Things for Better Living**
***. . . through Chemistry***

**E. I. du Pont de Nemours & Co. (Inc.)**
**Elastomer Chemicals Department AI-3**
**Wilmington 98, Delaware**

☐ Please send a free copy of *THE DU PONT ELASTOMERS.*

☐ I'd like to know more about using HYPALON for _____

_____

*Name* _____ *Title* _____

*Firm* _____

*Address* _____

*City* _____ *State* _____

*SELECTOR GUIDE to . . .*

# CINCINNATI®

## Hydro-Broach Machines

Cincinnati gives you a wide choice of vertical and horizontal surface broaching machines for the most economical production of any size part, ranging from camera components to cylinder blocks. All sizes and types of these machines have one common denominator; they produce high-quality work and operate with a minimum of service attention. In addition to the excellence of design and construction details, Cincinnati is staffed to give you outstanding assistance in tooling up the machine. Hundreds of production installations are a tribute to this service. Write for a copy of binder M-1599-2 "How to Step Up Production with CINCINNATI Hydro-Broach Machines." It may give you some helpful ideas. Standard machine catalogs are listed in spec table.

## SINGLE RAM VERTICAL

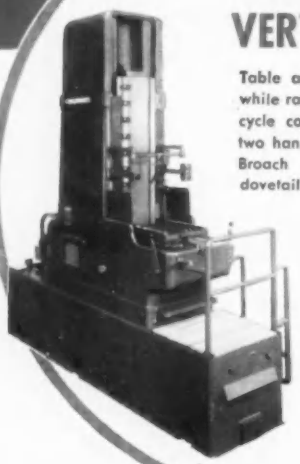
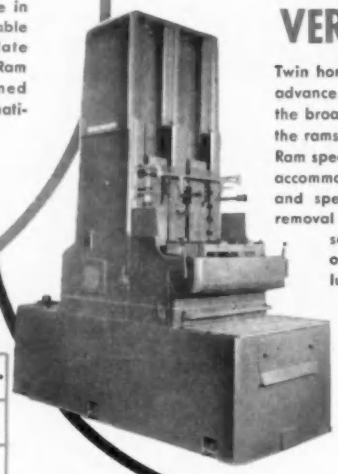


Table automatically recedes for loading while ram returns to top of stroke. Pre-set cycle control, a safety feature, requires two hands to start or initiate next cycle. Broach holders clamped against solid dovetail locating side for convenience in setting up the job. Table designed to accommodate interchange of fixtures. Ram and table ways hardened and ground, and automatically lubricated.

## DUPLEX VERTICAL

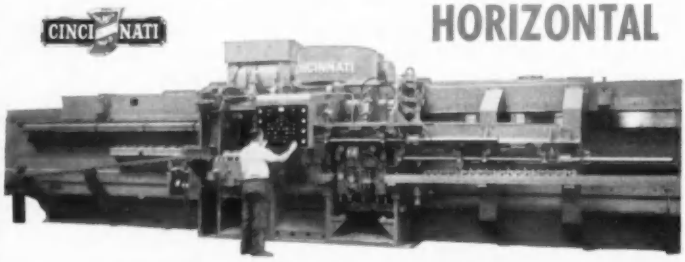


Twin horizontal tables automatically advance and recede in phase with the broaching and return strokes of the rams. Broaching cycles alternate. Ram speeds are infinitely variable to accommodate various work materials and speed of operator. Easy chip removal from front of machine. Pre-set cycle control protects the operator. Automatic pressure lubrication of hardened and ground ways.

**Specifications**

| Style | Tons broaching force x stroke | Main Drive | Catalog No. |
|---|---|---|---|
| Single Ram Vertical, 11 sizes | No. 1-30 to 25-66 | 3 to 50 hp | M-1745-1 |
| Duplex Vertical, 11 sizes | No. 1-30 to 25-66 | 3 to 50 hp | M-1848-1 |
| Horizontal, Std. 6 sizes Semi-standard | No. 10-66 to 25-84 up to No. 100-312 | 40 to 90 hp up to 600 hp | M-1910 |

## HORIZONTAL




Standard sizes are available in one-way and two-way broaching cycles, and horizontally or vertically hinged tables. Fixtures swing away from the machine for safety in work handling. Convenient height for conveyor lines. Larger sizes, for broaching cylinder blocks and heads, and other large parts, are semi-standard. These machines are equipped for the job. Hydraulic or electro-mechanical drive to ram.

**CINCINNATI®**

*Special Machine Tool Division*

**THE CINCINNATI MILLING MACHINE CO.**
**CINCINNATI 9, OHIO**

SPECIAL MACHINE TOOLS AND COMPLETE PRODUCTION LINES



# QUICK DELIVERY

## Special fasteners to your requirements

Ferry Cap fills rush requests for custom-made threaded fasteners. That's been our business for 50 years.

To render even better service we will, if desired, "sit in" and help plan fasteners at the time products are designed.

Even if you don't anticipate a fastener problem, we'll be happy to look over your preliminary drawings—frequently we can suggest fasteners that will cut costs and assembly time. You can count on Ferry Cap, so call on Ferry Cap *TODAY!*

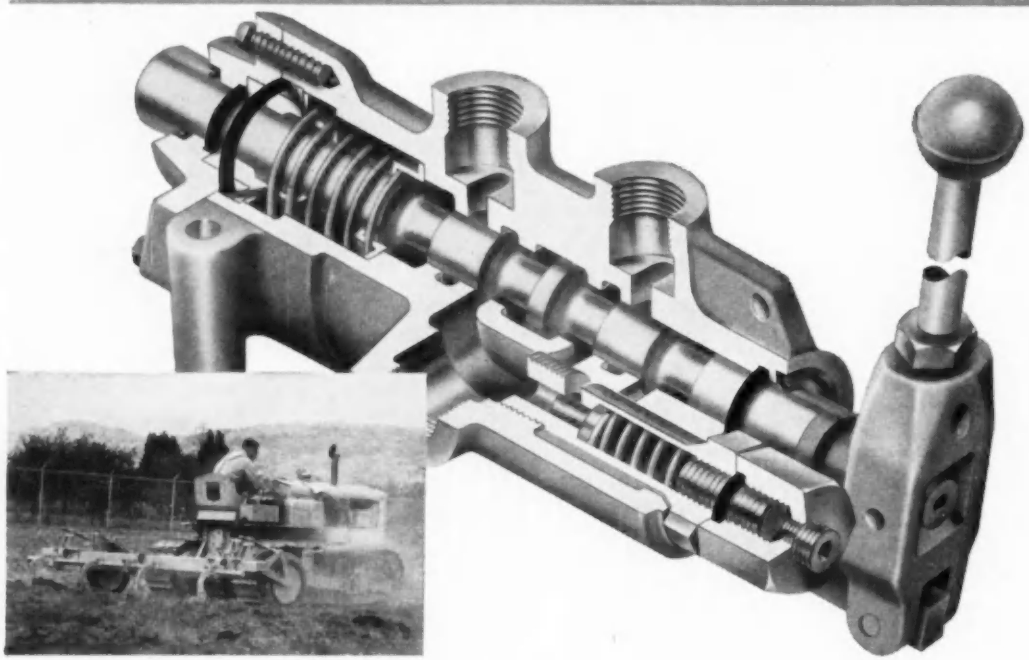
**THE FERRY CAP & SET SCREW COMPANY**

*Makers of the famous Count-Bar® Screw for socket head applications.*

**2191 SCRANTON ROAD • CLEVELAND 13, OHIO**

**FERRY CAP** *is geared to FASTER SERVICE*

# NATIONAL OIL SEAL LOGBOOK



## Use of O-rings as moving seal in heavy duty bulldozer control valve

1,500 psi variation without backup rings. Intermittent operation plus long periods of inactivity. Extreme external dust and dirt conditions. Irregular and unpredictable field servicing. Fluid oil temperatures reaching 180°F. Climatic temperature extremes from —30° to +120°F. Life expectancy is required to be that of the tractor.

Above are the rugged operating conditions faced and met by National industrial O-rings in the new Be-Ge Model SU-1200F bulldozer blade control valve. A total of four rings are employed in each unit; two in a moving shaft application and two as static seals.

Be-Ge reports no leakage or ring failure on hundreds of heavy duty applications involving Oliver, Caterpillar, International Harvester and other crawler tractor installations.

National offers a complete line of industrial O-rings, plus many exclusive compounds. Special compounding is also available to meet unusual conditions.

For complete information on National O-Rings, or for skilled O-ring engineering service, call your nearest National Seal engineer. In major cities nationwide. See the Yellow Pages, under "Oil Seals".



Syntech® Oil Seals

Syntech oil seals, developed by and offered exclusively by National, are widely used synthetic rubber seals for applications where temperatures reach 250°F, speeds reach 3,600 FPM, and total indicator runout is as high as .030. Basic 50,000 series Syntech (illustrated) employs a tough, accurately manufactured steel outer case, precision-tensioned spring and accurately molded and trimmed Syntech sealing lip.



Micro-Torc Oil Seals

Micro-torc oil seals, pioneered by National, are sturdy, dependable leather seals. Special elastomer coating on *surface* of chrome re-tanned leather sealing lip prevents seepage of oil. Yet inner body of sealing lip retains natural porosity to "store" lubricant against accidental periods of starvation. Inherent lubricity of elastomer coating produces a lower torque, longer lasting, economical oil seal. Available in a wide variety of types and sizes.

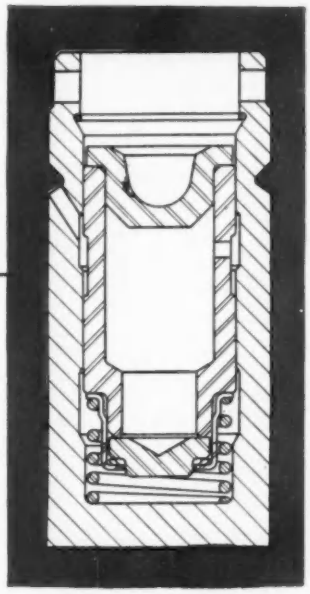
**NATIONAL SEAL**
Division, Federal-Mogul-Bower Bearings, Inc.
General Offices: Redwood City, California
Plants: Van Wert, Ohio, Redwood City and Downey, California



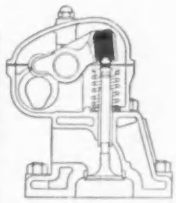

4624

# Designing valve gear?

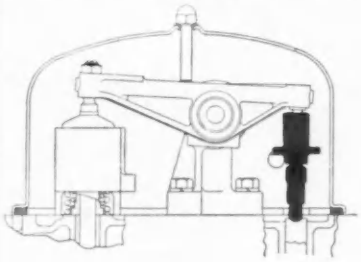
## *We invite you to use these specialized CHICAGO services*



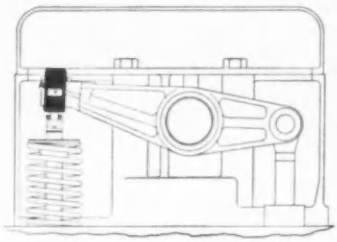
CHICAGO SPRING-LOADED FLAT VALVE HYDRAULIC TAPPET



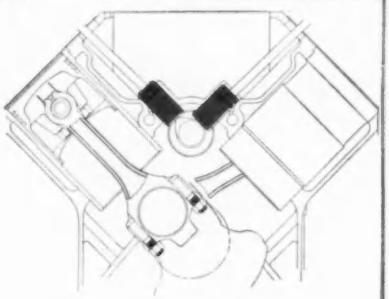
INSERT TYPE ROCKER ARM UNIT



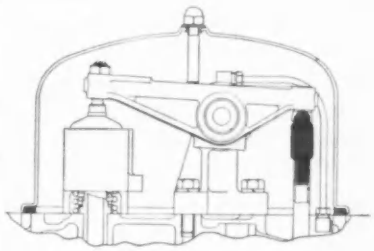
PUSH ROD TYPE FOR COMPRESSION RELEASE APPLICATION



THREADED TYPE ROCKER ARM UNIT



V-8 AUTOMOTIVE HYDRAULIC TAPPET APPLICATION



HYDRAULIC UNIT ON END OF PUSH ROD

### *Design*

of complete valve gear installations for any type of engine . . . passenger car, truck, tractor, diesel, aircraft or industrial.

### *Development engineering*

based on years of specialized experience in valve gear problems. The skills of our engineers will prove a valuable addition to your own engineering staff.

### *Tappet manufacturing*

CHICAGO's facilities insure precision-manufacturing, scientific testing and rugged, trouble-free performance in every tappet. We welcome the opportunity to serve you.

## THE CHICAGO SCREW COMPANY

ESTABLISHED 1872 • DIVISION OF STANDARD SCREW COMPANY

2701 WASHINGTON BOULEVARD, BELLWOOD, ILLINOIS



# NEW! Simpler housing and one-piece bearing reduce maintenance on Thompson Turbocharger

Designed for 10,000 operating hours under the severest operating temperatures and speeds. This means longer revenue runs between scheduled maintenance of the unit, and fewer unscheduled downtimes for repairs.

Turbine housing of the new Thompson Turbocharger is a heat-resistant alloy designed to eliminate corrosive attack and to be free from service cracks. Design also isolates high-temperature exhaust drive from bearing and air-side of turbocharger to increase maintenance-free life.

Bearing is one-piece design, mounted on small diameter shaft to reduce bearing surfaces speed even at high rpm.

Design of impeller supplies supercharging air at equal compression ratios over a larger flow range and at lower rotor speeds than other turbochargers. Light-alloy rotor provides instant response to changes in engine speed and load.

Your blown diesel engines up to 300 horsepower can be readily equipped with new-design Thompson Turbochargers. Our engineers will help. When may they call?





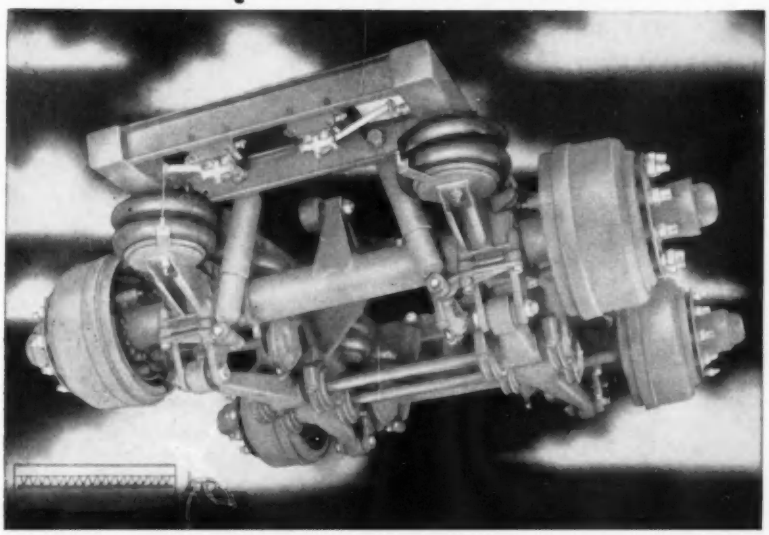
**Write today on your company letterhead for Booklet AI-358 which contains technical data on Thompson Turbochargers for blown diesel engines up to 300 horsepower.**

JET DIVISION

**Thompson Products, Inc.**

Cleveland 17, Ohio

# TORQUE TALK FROM CLARK® EQUIPMENT



## TONS OF CARGO FLOAT ON AIR

### with new Clark Air Suspension System for highway semi-trailers

Damage to fragile highway cargo or empty trailers in transit can now be virtually eliminated. Key is Clark Air Suspension. In this new system, doughnut-shaped "air-springs" carry full weight of trailer and cargo. A gentle cushion of air absorbs road shock, literally "floats" cargo and trailer over the bumps with a ride approaching passenger car softness. Empty, for example, a Clark Air-Suspended trailer develops a spring frequency of only 95 cycles per minute; loaded, only 89 cycles per minute.

Lateral roll and sway are minimized by an ingenious system of pivoted torque arms and torsion bars which take the full force of side loads and absorb torsion resulting from brake torque. Trailer loads need no longer be precisely balanced. Offset loading is accommodated by a system of automatic air valving, which feeds and bleeds the air springs to keep the trailer bed level at all times. When loading or unloading trailer, air reservoirs automatically adjust to support bed at normal running height.

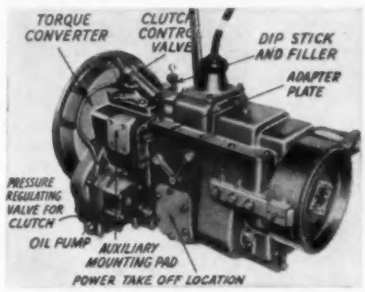
A safety pressure regulator valve, on the line leading from the truck's compressor, is designed to shut off at 60 psi...leaving ample air pressure for the service brake system.

Clark Air Suspension assemblies come as complete packages, ready for installation on new or in-use semis, in single and tandem units. Other advantages include lower trailer maintenance costs and substantial weight reduction possibilities for trailer manufacturers.

## NEW POWER TRAIN DESIGNED FOR STOP & GO OPERATION

Designed specifically for off-highway and stop-go operations, Clark Equipment Company's new TransVerter is ideal for such equipment as house-to-house delivery trucks, buses, garbage trucks and various types of construction machinery. Rated for engine torque output up to 325 lb-ft, the TransVerter power train package consists of a torque converter, hydraulic disconnect clutch and standard transmission. Because of its compactness—only 8 inches longer than a conventional transmission and clutch—the TransVerter can often be installed by the original equipment manufacturer without major re-design of his line.

Operational advantages of the new Clark power train include elimination of engine stalling and lugging . . . sharp reduction in gear shifting, to the point where most work can be performed in the same gear . . . fine inching control, simply by working the throttle. Provision is made for SAE power-take-off attachments, to be driven by the torque converter. The hydraulic disconnect clutch is an off-on type unit that does not require "letting in" or "easing." A variety of clutch releases can be provided, including a shift lever button or a conventional-looking pedal raised slightly from the floorboard.




## FOR YOUR READING RACK

### NEW AUTOMOTIVE BOOKLET

Dramatic portrayal, in 24 pages, of Clark's basic line of automotive components: Includes illustrations of the Clark constant mesh and synchronized transmissions, TransVerter, StepMatic, power-shift transmissions, torque converters, agricultural units; also automotive driving and steering axles; planetary, industrial and trailer axles; air suspension assemblies; rear axle housings and electric steel castings.

### CLARK FULL-LINE BOOKLET

A 48-page, full-color booklet in handy pocket size is your condensed guide to the entire product line of Clark Equipment Company. Automotive components, materials-handling equipment, construction machinery—all are described in concise detail. Basic information on the eight Clark plants and brief insight into corporate philosophy make this booklet a "must" for your reading rack.

## *For Further Information*

. . . and full details on any of Clark's automotive components, simply address a card or a call to:

**CLARK EQUIPMENT COMPANY**

AUTOMOTIVE DIVISION

Buchanan or Jackson 2, Michigan

TransVerter and StepMatic are trade-marks of Clark Equipment Company

(Advertisement)

Resistance Welding Structural Members

SCIAKY

HELPS PUT PROFIT INTO MANUFACTURING

# How Massey-Harris-Ferguson Achieves Mass Production Economy on Short Runs

Among manufacturers whose production requirements for any given part are limited, resistance welding is often regarded as an impractical method of fastening. They agree it is fine for mass production where tooling costs and setup time can be spread out over tens of thousands of parts. But for them, the cost of tooling and fixturing anything but the simplest assemblies would be uneconomical.

The Cost Research Department of Massey-Harris-Ferguson, as part of a program to reduce manufacturing costs, undertook an investigation of resistance welding. Under the direction of Mr. E. E. Hart, the investigation emphatically proved the economy and dependability of the process for a wide range of limited production assemblies.

### Simplification of setup is key

The Cost Research Department reasoned that the key to the entire problem depended entirely on minimizing setup time, complete simplification of tooling and fixturing and positive dependability and consistency of the fabricating method. Mr. Hart was convinced proper resistance welding techniques would satisfy all these requirements. Subsequent developments and testing proved him right.

### How the problem was solved

Basic tooling and fixturing was built right into the welder. (See Figs. 1 and 2.) The various assemblies required only the simplest tooling. Individual tooling for any assembly seldom cost as much as $75 per welding setup.

Setup time for any assembly was reduced to an average of 30 minutes. The performance of the welders themselves was carefully studied and recorded. Machine control setup for any assembly was reduced to a simple matter of the briefest reference to graphs.

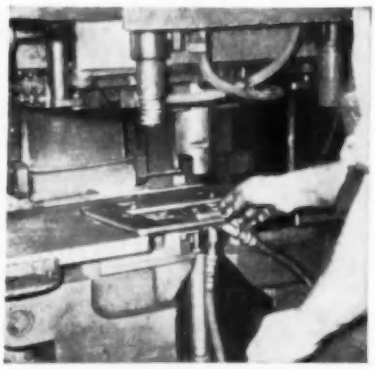


**Fig. 1 Close-up of simple tooling required for a baler pick-up crank assembly.**

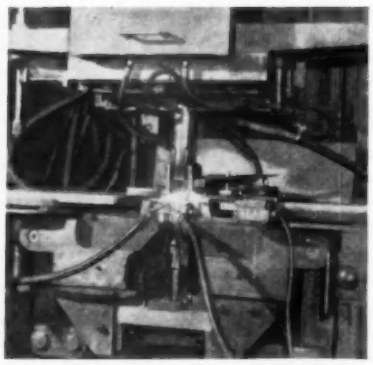


**Fig. 2 Note universal fixturing table and simple dies used for welding a yoke assembly.**

### Cost reductions achieved

The large number of assemblies fabricated by resistance welding include many structural members. Castings, forgings and arc welded assemblies have been replaced with resistance welded assemblies of standard sheet or bar stock and screw machine products.

The cost of the resistance welded part averages 10 to 40% less than similar arc welded parts. The savings in time of the welding operation itself averages 60 to 90%. Castings and forgings suffer in comparison, with savings of over a dollar per unit not unusual.

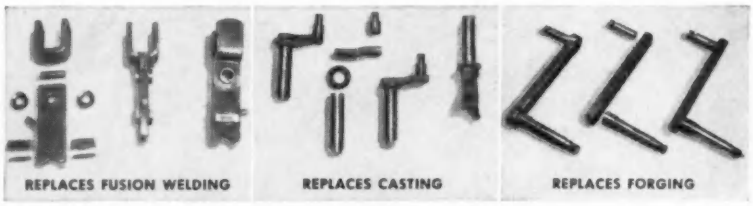



**Fig. 3 Typical assemblies resistance welded on Sciaky equipment at M-H-F.**

### Quality welding essential

The success of such a program requires that the welders be capable of producing consistently high quality welds with maximum ease of control setup. Sciaky patented three phase welders easily meet these requirements.

### Detailed information available

Two bulletins are available giving more complete information on the Massey-Harris-Ferguson program. "Resistance Welding at Work," Vol. 5, No. 1 (16 pages), gives data, including cost reductions, on 28 different M-H-F assemblies. An engineering report on "Design Standards" (48 pages) gives full technical data on the eight basic weld types employed. Copies of either or both bulletins are available on request.

**Write today, mentioning the information you would like to receive. There is no obligation. Sciaky Bros., Inc., 4925 W. 67th St., Chicago 38, Ill. POrtsmouth 7-5600.**

**DO YOU HAVE A RESEARCH PROBLEM?**

**Facilities of the Sciaky Research Division at Los Angeles, California, are available for contract research to answer resistance welding problems. Housed in a 15,000 sq. ft. building, these facilities include an experienced engineering staff, a complete range of the most advanced resistance welding machines including the largest in the world and a laboratory equipped for metallography, chemistry, electronics, photography and testing as applied to resistance welding. Write for further information and ask for the 20 page Research Division brochure.**

# POWER STEERING
## That Can Take It

## For TRUCKS
## That Can Take It



DART



EUCLID



MACK



OSHKOSH



WALTER



## VICKERS® HYDRAULIC POWER STEERING

The hydraulic power steering systems used on trucks like these have to be able to take it because the vehicles are required to take it. They are built for the rough, tough jobs . . . and the hydraulics must match. Heaviest axle loads . . . off road operation . . . the most difficult steering conditions possible are easily mastered by the power, inherent high quality, dependability and tough durability of Vickers Hydraulic Power Steering Systems.

Steering is made "fingertouch" easy and safe. Road reaction can't reach the driver through the steering wheel. Obstructions can't cause swerving. Driving is not a wrestling match, so the driver gets more work done with less fatigue.

The superior design and rugged construction of the Vickers Hydraulic Power Steering Booster assure dependability, long life and low maintenance. Typical are the oversize piston rod and the extra large control valve.

The Vickers Vane Type Pump has hydraulic balance that eliminates pressure-induced bearing loads and assures long life with minimum maintenance . . . the key to less downtime. Correct running clearances (both radial and axial) are automatically maintained, providing high efficiency throughout pump life.

Get all the facts about the advantages of Vickers Hydraulic Power Steering. Ask for Bulletin M5101A.

**VICKERS INCORPORATED**
DIVISION OF SPERRY RAND CORPORATION
**Mobile Hydraulics Division**
**ADMINISTRATIVE and ENGINEERING CENTER**
**Department 1428 • Detroit 32, Michigan**

*Application Engineering Offices:* • ATLANTA • CHICAGO • CINCINNATI CLEVELAND • DETROIT • GRAND RAPIDS • HOUSTON • LOS ANGELES AREA (El Segundo) • MINNEAPOLIS • NEW YORK AREA (Summit, N. J.) PITTSBURGH AREA (Mt. Lebanon) • PORTLAND, ORE. • ROCHESTER • ROCKFORD • SAN FRANCISCO AREA (Berkeley) • SEATTLE • ST. LOUIS TULSA • WORCESTER
IN CANADA: Vickers-Sperry of Canada, Ltd., Toronto, Montreal and Vancouver

*ENGINEERS AND BUILDERS OF OIL HYDRAULIC EQUIPMENT SINCE 1921*



A hose that takes extremes of heat and cold without cracking; attachable tire sidewall rings in white and a variety of colors for *extra* beauty in today's cars; and boots with superior resistance to weather and wear . . . all through the use of Enjay Butyl.

# Enjay Butyl—*today's colorful rubber*

## combines endurance and appearance for consumer products

With its versatility proved in a wide variety of industrial applications, Enjay Butyl is now making news in the field of consumer products. Available in non-staining grades for white and light-colored applications, it is helping manufacturers to market new products of *outstanding* durability in a wide range of attractive colors.

Where can Enjay Butyl work for *you?* Low in cost and immediately available, it may well be able to *cut costs* and *improve the performance* of *your* product. Enjay's newly expanded laboratory facilities, fully staffed by trained technicians, are always ready to help you find new applications for Enjay Butyl. For further information, contact the Enjay Company.

ENJAY BUTYL

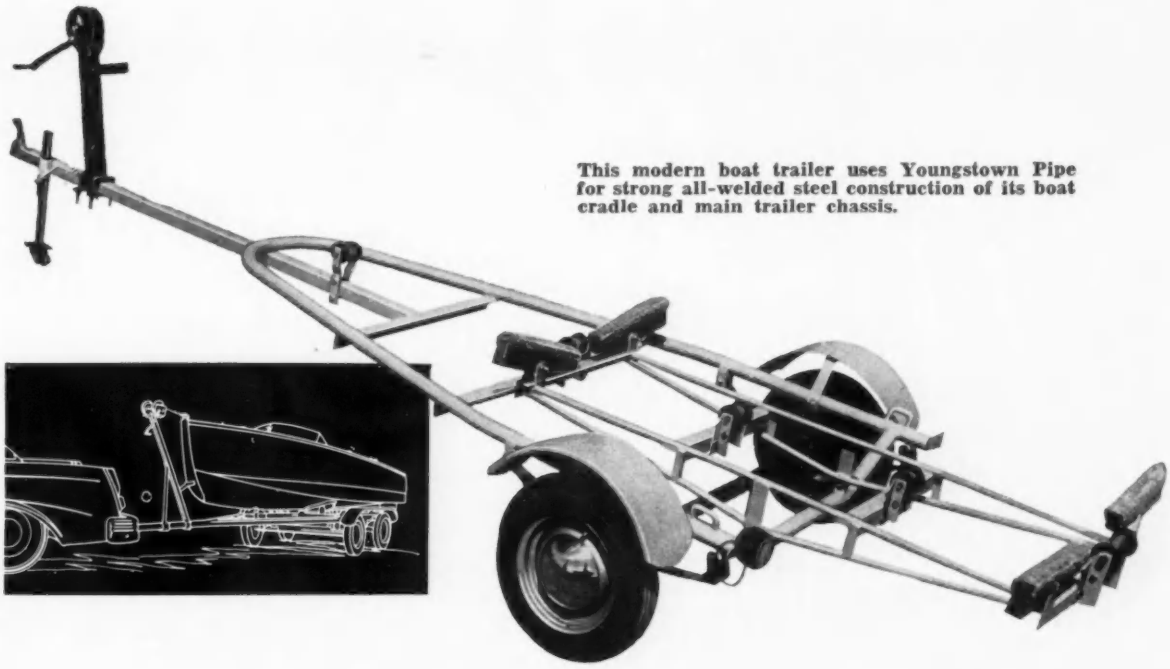
Enjay Butyl is the greatest rubber value in the world. It's the super-durable rubber with outstanding resistance to aging • abrasion • tear • chipping • cracking • ozone and corona • chemicals • gases • heat • cold • sunlight • moisture.

ENJAY

*Pioneer in Petrochemicals*

**ENJAY COMPANY, INC., 15 West 51st Street, New York 19, N. Y.**

*Akron • Boston • Charlotte • Chicago • Detroit • Los Angeles • New Orleans • Tulsa*



This modern boat trailer uses Youngstown Pipe for strong all-welded steel construction of its boat cradle and main trailer chassis.

## YOUNGSTOWN CONTINUOUS WELD PIPE

### . . . provides extra-strength chassis for "Texan" boat trailers

Here's an unusual application for steel pipe. "Texan" Boat Trailers, produced by the Cunningham Trailer Works of Lubbock, Texas, are fabricated from Youngstown Pipe to provide users maximum cargo protection as well as greatest ease during loading, unloading and while making the haul.

In line with Cunningham's policy of using only the highest quality raw materials, they wisely specify Youngstown Continuous Weld Pipe for fabrication of both the boat cradle and main trailer chassis. This gives Texan boat trailers a sturdy welded steel construction able to withstand the most rugged use—on or off the highway. Why not use Youngstown Pipe structurally to build strength and quality into your products?

Your local Youngstown Distributor is the man to call when you want quality pipe—day or night. He has a complete stock and his on-the-spot fast delivery will help keep your operations humming along at top speed. Why not call him today?

Next time you need pipe—for any purpose — specify Youngstown and secure these 7 Points of uniform goodness

uniform ductility
uniform lengths
uniform threading
uniform weldability
uniform wall thickness and size
uniform strength and toughness
uniform roundness and straightness

QUALITY YOUNGSTOWN SERVICE

**THE YOUNGSTOWN SHEET AND TUBE COMPANY**
*Manufacturers of Carbon, Alloy and Yoloy Steel*
General Offices - Youngstown 1, Ohio
District Sales Offices in Principal Cities

# *Quantity*
# PRODUCTION
## *of*
## GREY IRON CASTINGS

*

ONE OF THE NATION'S
LARGEST AND MOST MODERN
PRODUCTION FOUNDRIES

*

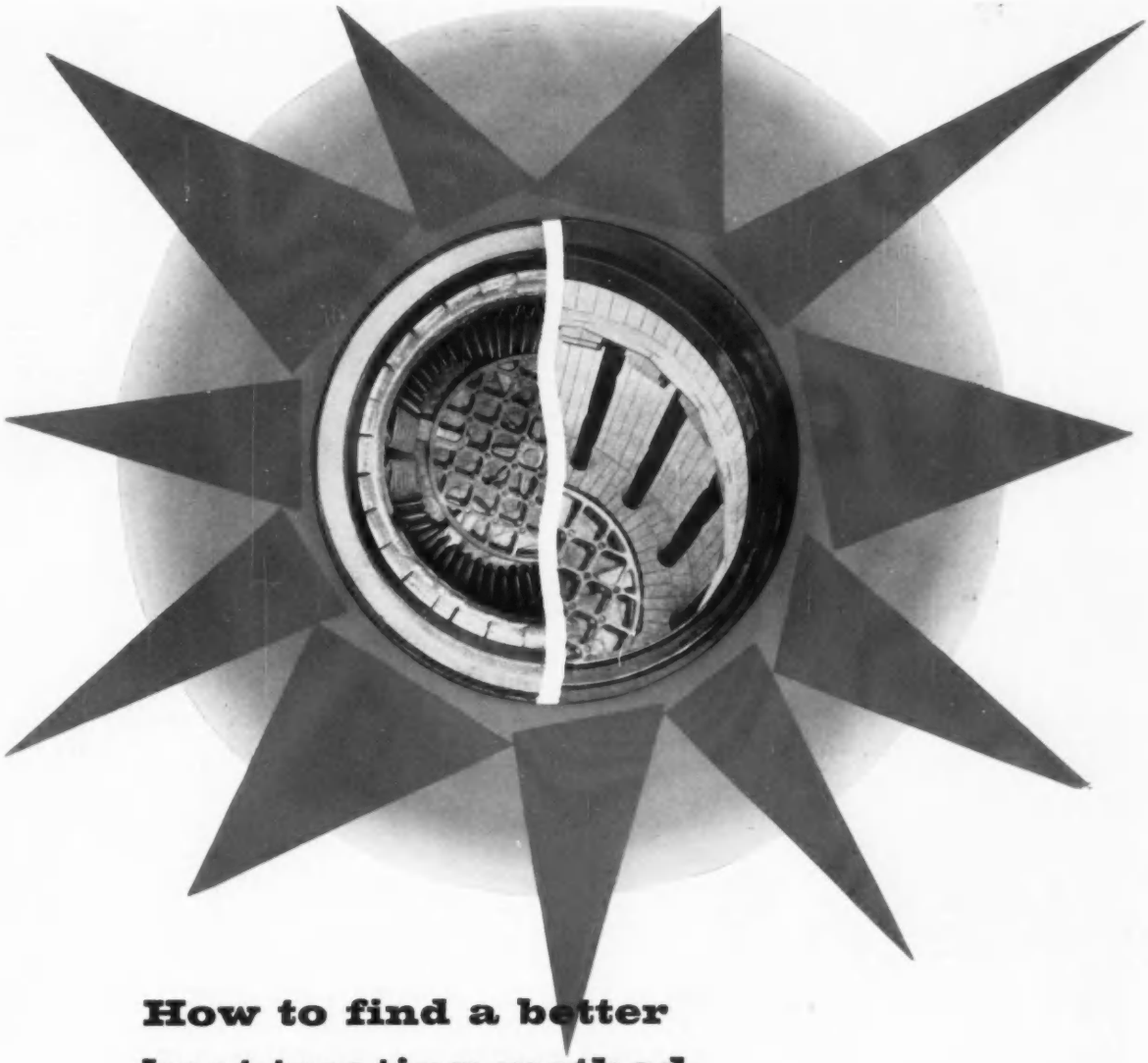
ESTABLISHED 1866

**THE WHELAND COMPANY**

**FOUNDRY DIVISION**

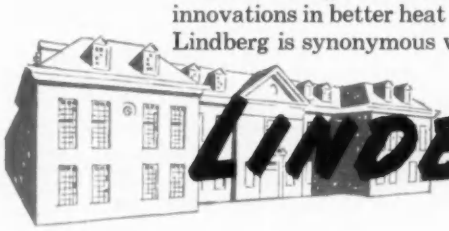
MAIN OFFICE AND MANUFACTURING PLANTS

**CHATTANOOGA 2, TENNESSEE**



# How to find a better heat-treating method

Here's a sound way to do it. Take your problems to the people who have consistently, over the years, provided the metal treating industry with new and better ideas, more efficient, more practical equipment. This will bring you to Lindberg, creators of the famous Cyclone type atmosphere furnaces, the long-life "dimple" vertical radiant tube, the revolutionary new CORRTHERM electric heating element and so many other innovations in better heat treating methods. Lindberg is synonymous with heat treating furnaces. We build them for carbonitriding, carburizing, hardening, tempering, normalizing, bright stainless annealing, brazing, carbon correction, nitriding, or any other metal treating requirement. Give your production processes the advantages of Lindberg's forward look in "heat for industry" techniques. Get in touch with your nearest Lindberg Field Representative (See classified phone book) or write Heat Treating Furnace Division, Lindberg Engineering Company, 2491 W. Hubbard St., Chicago 12, Illinois.

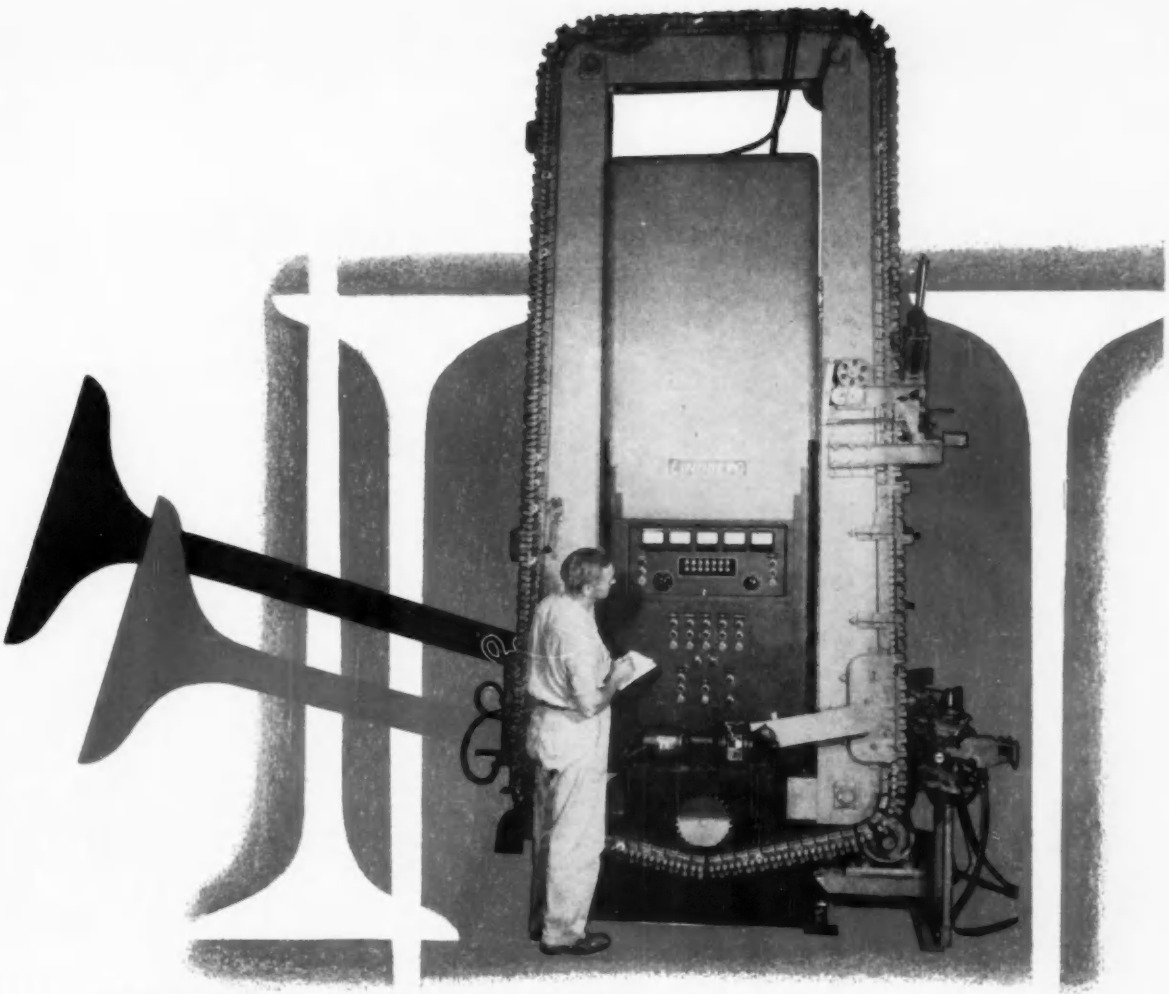


**LINDBERG** heat for industry




KELSEY-HAYES COMPANY
Gen'l Offices: Detroit 32, Mich.
Automotive, Aviation and Agricultural Parts • Hand Tools for Industry and Home
17 Plants: Detroit and Jackson, Mich.; Los Angeles; McKeesport, Pa.; Springfield, Ohio (Speco Division); Utica, N. Y. (Utica Drop Forge & Tool Division); Davenport, Iowa (Farm Implement and Wheel Division); Philadelphia, Pa. (Heintz Division); Windsor, Ont., Canada.

Reflected in this modern motor car wheel, hub-and-drum, and brake assembly are the precision and excellence of quality which have earned for Kelsey-Hayes a respected name among suppliers to the automotive industry since 1908. Products representative of the specialized skills and facilities of Kelsey-Hayes in the manufacture of fine automotive parts and components include: *wheels, brakes, hubs and drums, power brakes, transmission bands and other chassis parts.*



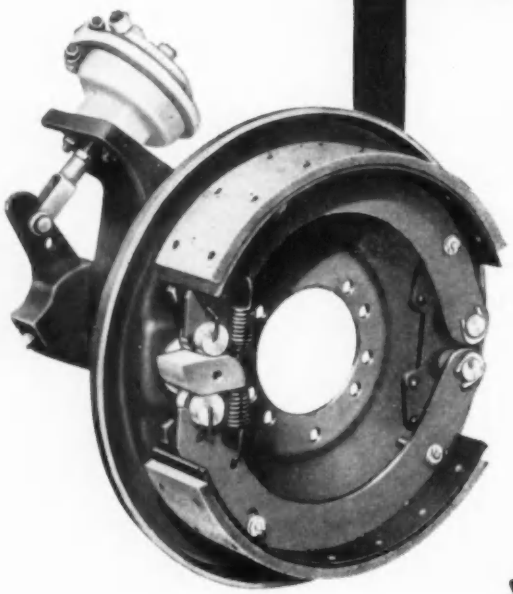
## Lindberg pioneers in High Frequency Heating

Along with its pioneering in all phases of "heat for industry" Lindberg is one of the largest makers of High Frequency heating units. Our "H-F" designers and engineers have made outstanding developments in this important heat treating field. For example, we illustrate a remarkable unit just recently completed for aluminizing automotive valves. It was designed vertically, saving 60% of floor space, and is completely automatic. No operator is required. It fits perfectly into an automated production line.

Our High Frequency Division provides units for hardening, brazing, heating for forging and forming, annealing and many other processes, and designs a variety of fixtures for application to "H-F" units. Lindberg also supplies a complete line of motor generators for all induction heating and melting applications. Get in touch with your nearest Lindberg Field Representative (See classified phone book) or write High Frequency Division, Lindberg Engineering Company, 2491 W. Hubbard St., Chicago 12, Illinois.



**LINDBERG** heat for industry



## "T" BRAKE

...an economical air brake designed for a variety of automotive applications

*If it moves...*

# Timken-Detroit® Brakes can stop it!

Outstanding control for a modest investment is offered by the new "T" air brake. Ruggedly-built, dependable, and capable of long, trouble-free service, its economy is achieved principally through simpler design and improved manufacturing methods.

Air-actuated, the "T" Brake operates through a precision-forged, one-piece camshaft. The cam design provides a constant, equal rate of lift to both shoes. The entire camshaft is heat treated for maximum strength.

Fabricated steel brake shoes combine strength with lightness . . . hardened spool type cam rollers used with single-web, fabricated shoes provide perfect alignment with camhead. The roller, mounted in an open-type support, is always free to rotate. Brake linings are available up to ½" in thickness.

Other features include: quick, one-point adjustment; air chamber and camshaft brackets mounted on backing plate in one compact assembly; wide range of sizes and capacities.

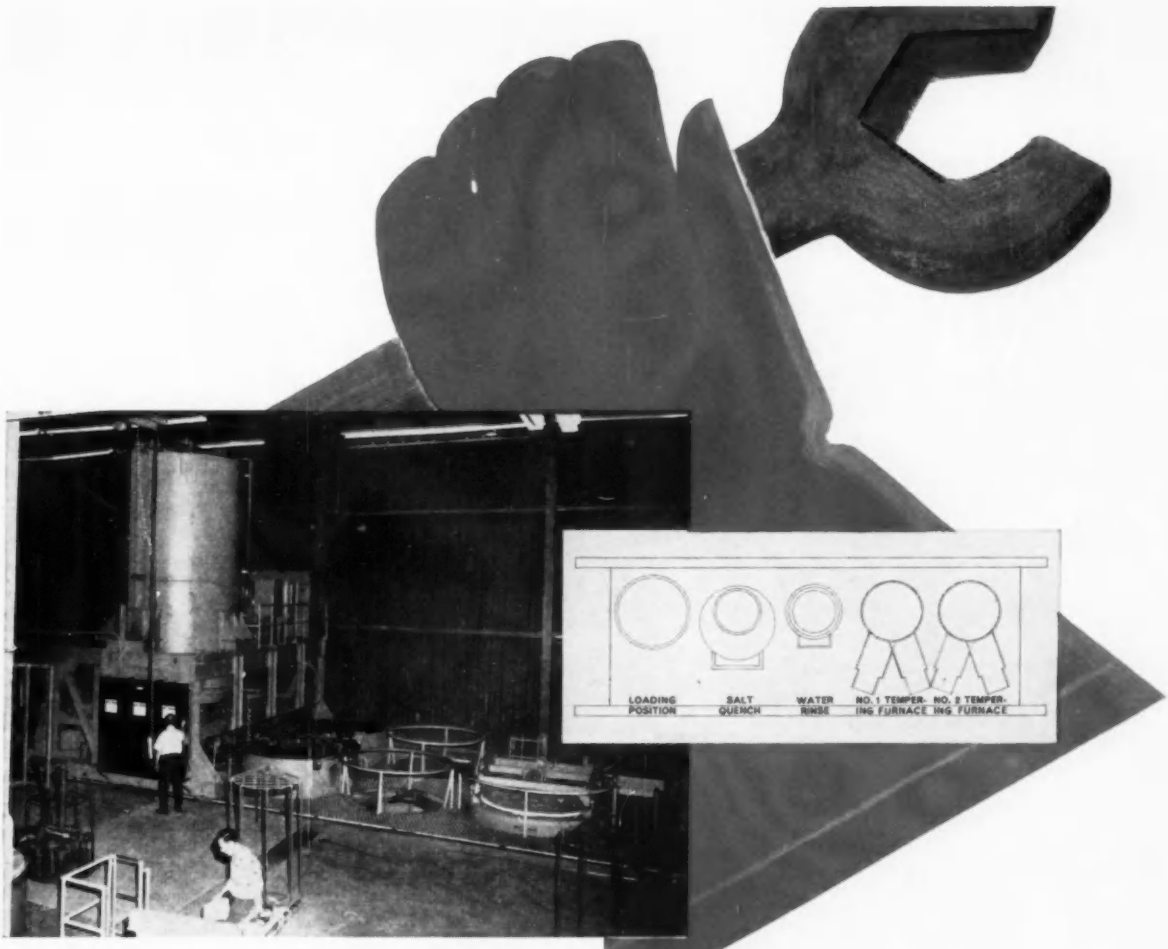
*Another Product of...*

**Rockwell Spring and Axle Co.**

ROCKWELL S R A

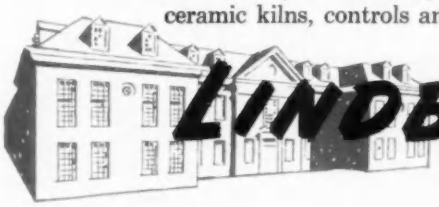
**BRAKE DIVISION**
Ashtabula, Ohio

***For every industrial, agricultural or automotive application where braking is required!***




# Lindberg applies the creative touch to field-installation

Here is an example of Lindberg's creative touch in field-installed heat treating equipment. Our unique design of this movable overhead furnace saved space, labor and time and increased quality and operating efficiency in missile manufacturing. We have the technical staff and the experienced engineers to design and install for you any requirement you may have for the application of heat to industry. Our service covers all types of heat treating furnaces, aluminum melting and holding furnaces, high frequency units, ceramic kilns, controls and all facilities required to fit this equipment into your production processes. We specialize in "turn-key" operations covering everything from design and engineering to the finished job installed in your own plant. Whatever your industrial heating problem, a good way to solve it is to talk it over with Lindberg. Just get in touch with your local Lindberg Field Representative (See classified phone book) or write Lindberg Industrial Corporation, 2321 West Hubbard St., Chicago 12, Illinois. Los Angeles Plant: 11937 S. Regentview Avenue, at Downey, California.

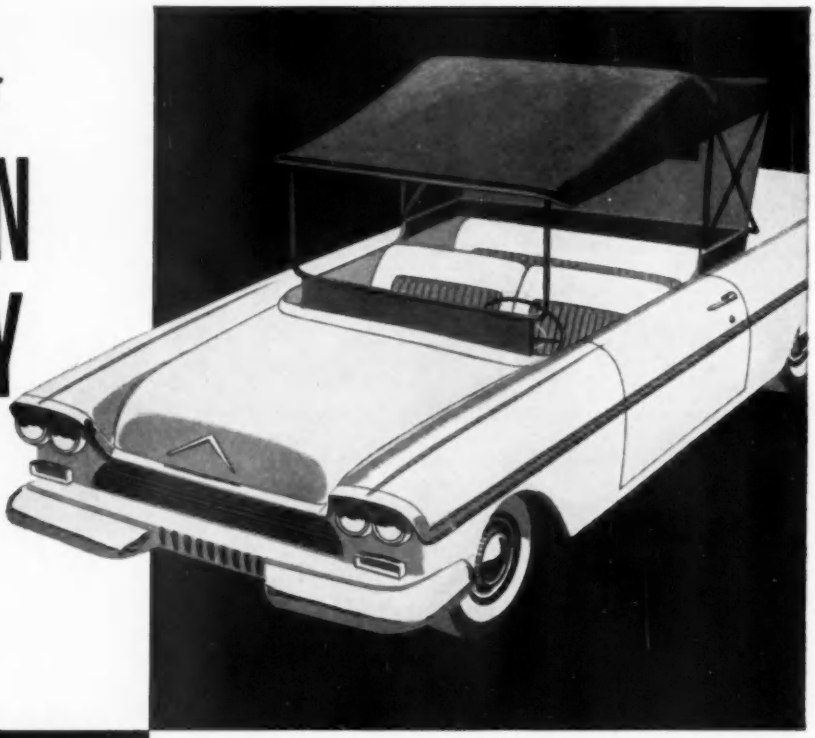


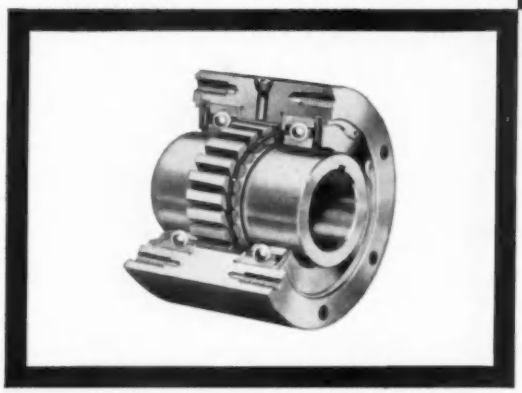
**LINDBERG** **heat for industry**

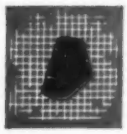
IS YOUR PRODUCT

# MODERN IN EVERY WAY

EXCEPT ONE?*







*Have you a power transmission application on the products you make . . . or on the machines you use to manufacture them? Then you'll want to know about the unique advantages offered by Formsprag clutches. As you probably know, modern Formsprag clutches are already rapidly replacing old-fashioned ratchet-and-pawl mechanisms as well as their roller-type successors.

But are you aware of the reasons behind this widespread preference among industrial designers for the Formsprag clutch? Well, its patented sprag principle, for example, allows a Formsprag clutch to deliver more torque per cubic inch of displacement than any other power transmission unit currently available. Add this to ease of installation, low maintenance costs, and longer life—plus its basically simple design which makes prototype testing economical—and you have the prime reasons for Formsprag's superiority in the field of power transmission.

For complete information: send for your personal copy of the newest Formsprag catalog.

## FORMSPRAG COMPANY

**23595 HOOVER ROAD, WARREN (DETROIT), MICHIGAN—IN CANADA: RENOLD CHAINS CANADA LTD.—IN UNITED KINGDOM: RENOLD CHAINS LTD.**

*Designers, engineers and manufacturers of the modern sprag type over-running, indexing, and backstopping clutches for aircraft, automotive, and various industrial applications.*

58-R

*When you buy from Ohio Seamless*



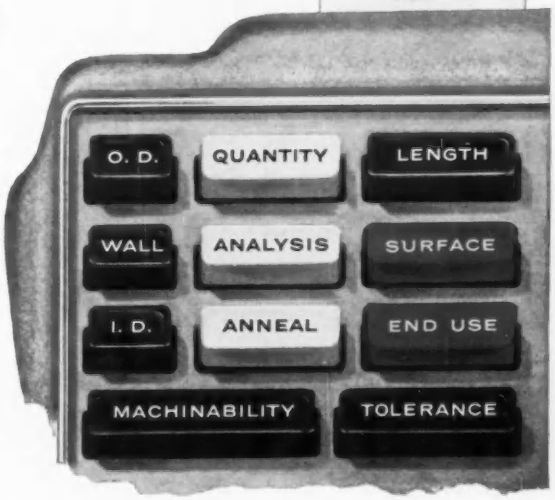
# YOU PRESS THE BUTTON
# OHIO SEAMLESS
# DOES THE REST

Buying steel tubing from Ohio Seamless doesn't cost—it *pays*. Our minimum quantities are generally smaller than you may realize . . . often as small as 100 to 150 feet, in certain seamless grades and sizes.

When you buy from us, you're dealing with tubing *experts* . . . men who can recommend the *exact* Ostuco Tubing to suit your product and processes. There's no compromise on analysis, size, anneal, etc.

Advantages of buying from Ohio Seamless multiply, the closer you examine them. Our single-source service eliminates headaches of interplant shipments . . . possible errors . . . multiple purchase orders and invoices. Ohio Seamless keeps your production lines humming because you *get precisely what you want.*

For proof, contact our nearest sales office or the plant at *Shelby, Ohio—Birthplace of the Seamless Steel Tube Industry in America.* AA-7118




SALES OFFICES: BIRMINGHAM • CHARLOTTE • CHICAGO (Oak Park) CLEVELAND • DAYTON • DENVER • DETROIT (Ferndale) • HOUSTON LOS ANGELES (Lynwood) • MOLINE • NEW YORK • NORTH KANSAS CITY PHILADELPHIA (Wynnewood) • PITTSBURGH • RICHMOND • ROCHESTER ST. LOUIS • ST. PAUL • ST. PETERSBURG • SALT LAKE CITY • SEATTLE TULSA • WICHITA

CANADA: RAILWAY & POWER ENGR. CORP., LTD.

EXPORT: COPPERWELD STEEL INTERNATIONAL COMPANY
225 Broadway, New York 7, New York

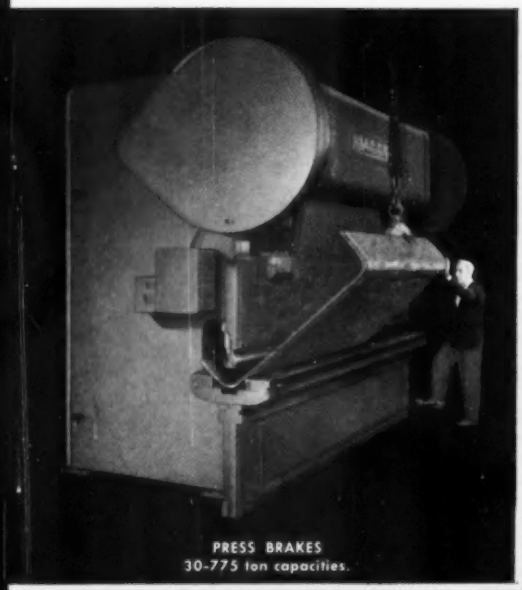
FIFTY YEARS
OSTUCO TUBING
1908 1958

## OHIO SEAMLESS TUBE DIVISION
*of Copperweld Steel Company* SHELBY, OHIO

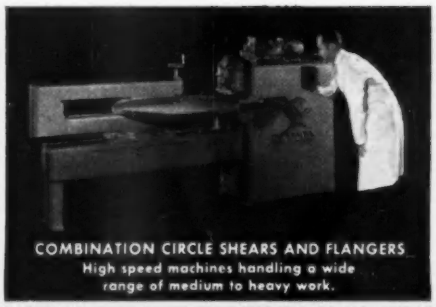
*Seamless and Electric Resistance Welded Steel Tubing • Fabricating and Forging*

## In plate or sheet metalworking...

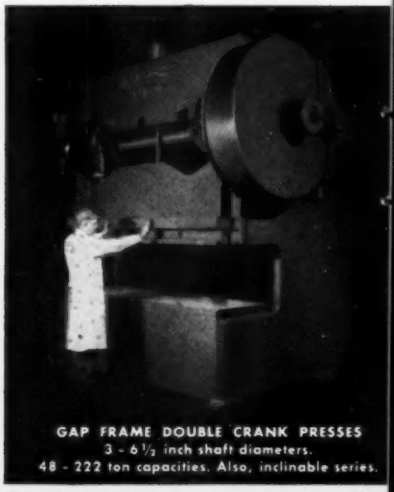
# NIAGARA MACHINES CAN



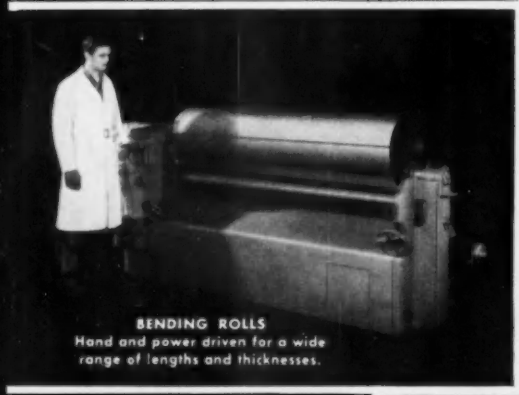
**PRESS BRAKES**
30-775 ton capacities.



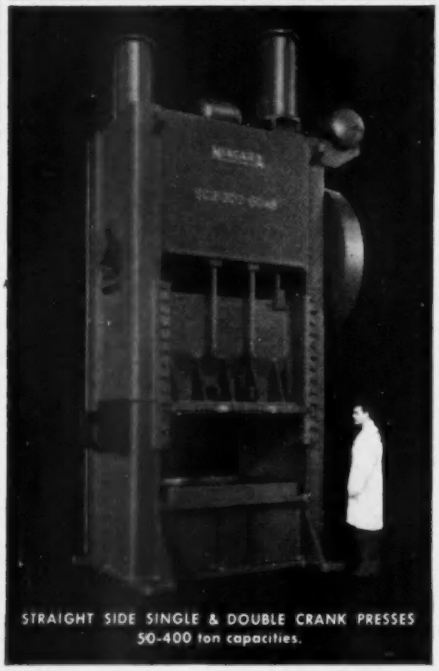
**COMBINATION CIRCLE SHEARS AND FLANGERS**
High speed machines handling a wide range of medium to heavy work.



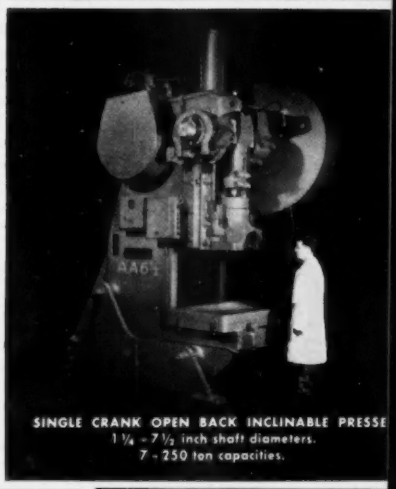
**GAP FRAME DOUBLE CRANK PRESSES**
3 - 6½ inch shaft diameters.
48 - 222 ton capacities. Also, inclinable series.



**BENDING ROLLS**
Hand and power driven for a wide range of lengths and thicknesses.



**STRAIGHT SIDE SINGLE & DOUBLE CRANK PRESSES**
50-400 ton capacities.



**SINGLE CRANK OPEN BACK INCLINABLE PRESSE**
1¼ - 7½ inch shaft diameters.
7 - 250 ton capacities.



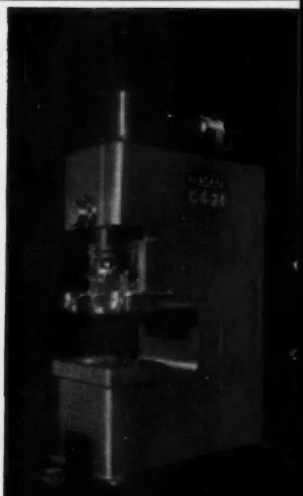
**STRAIGHT SIDE ECCENTRIC GEARED PRESSES**
One, two, and four-point suspension.
100-1000 ton capacities.
Standard and equipped for automation.



**FRONT-TO-BACK CRANKSHAFT OPEN BACK INCLINABLE PRESSES**
Standard and automation models.
75-200 ton capacities.

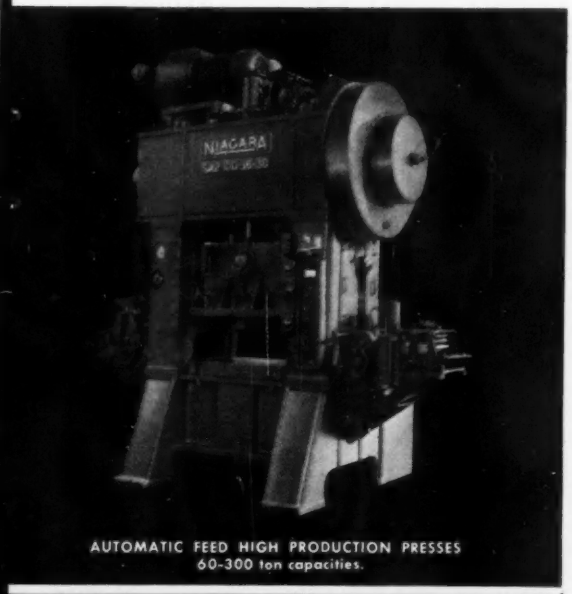


**FRONT-TO-BACK CRANKSHAFT ADJUSTABLE BED PRESSES**
Standard and modified models.
22-150 ton capacities.

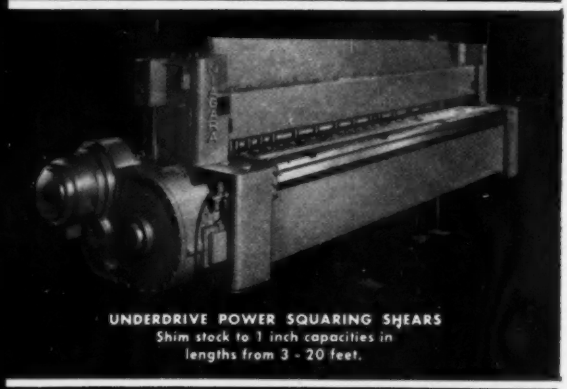


**FRONT-TO-BACK CRANKSHAFT DEEP THROAT PRESSES**
22-150 ton capacities

# DO THE MOST FOR YOU




AUTOMATIC FEED HIGH PRODUCTION PRESSES
60-300 ton capacities.



UNDERDRIVE POWER SQUARING SHEARS
Shim stock to 1 inch capacities in
lengths from 3 - 20 feet.

## NIAGARA

America's Most Complete Line of Presses,
Shears, Machines and Tools
for Plate and Sheet Metal Work

POWER PRESSES • PRESS BRAKES • POWER SQUARING SHEARS • ROTARY MACHINES • SLIP ROLL FORMERS • POWER ROTARY SHEARS • DRUM MAKING EQUIPMENT • ELECTRONIC AUTOMATIC WELDERS • GROOVERS AND SEAMERS • HAND OR FOOT OPERATED SHEARS • FOLDERS-BRAKES • LEVER SHEARS AND PUNCHES • HAND TOOLS

### ❋ MOST EXTENSIVE LINE:

**From giant, power-operated machinery to small hand tools**

### ❋ MOST ADVANCED DESIGNS:

**Years ahead in performance through forward-thinking engineering**

In the world's largest automotive and appliance plants or the smallest of sheet metal shops, Niagara machines and tools are usually at work "in force."

Batteries of giant presses are teamed up with speedy ring and circle shears. Massive, rugged press brakes stand side-by-side with powerful bending rolls and squaring shears. Versatile lever punches, rotary machines, groovers and seamers . . . all operate together to produce a better product at lower cost. The Niagara lines are "companion lines" of metalworking machines and tools that work together. A Niagara-equipped shop or plant is years ahead in quality and volume of production.

Whatever you require — power presses or hand tools — Niagara is the line that can do the most for you. It is the most complete in the industry . . . the most advanced in engineering. You can consult a Niagara representative with complete confidence of unbiased recommendations. Niagara has the right machines and tools for your requirements.

### BRING YOUR FILES UP-TO-DATE WITH INFORMATIVE NIAGARA BULLETINS

**A diversified and extensive list of machines and tools make up the famous Niagara line. Some of the principal types are illustrated. Be sure that you have the latest data on the ones that apply to your work. At your request, specific Bulletins will be mailed promptly.**



**NIAGARA MACHINE & TOOL WORKS • BUFFALO 11, N. Y.**

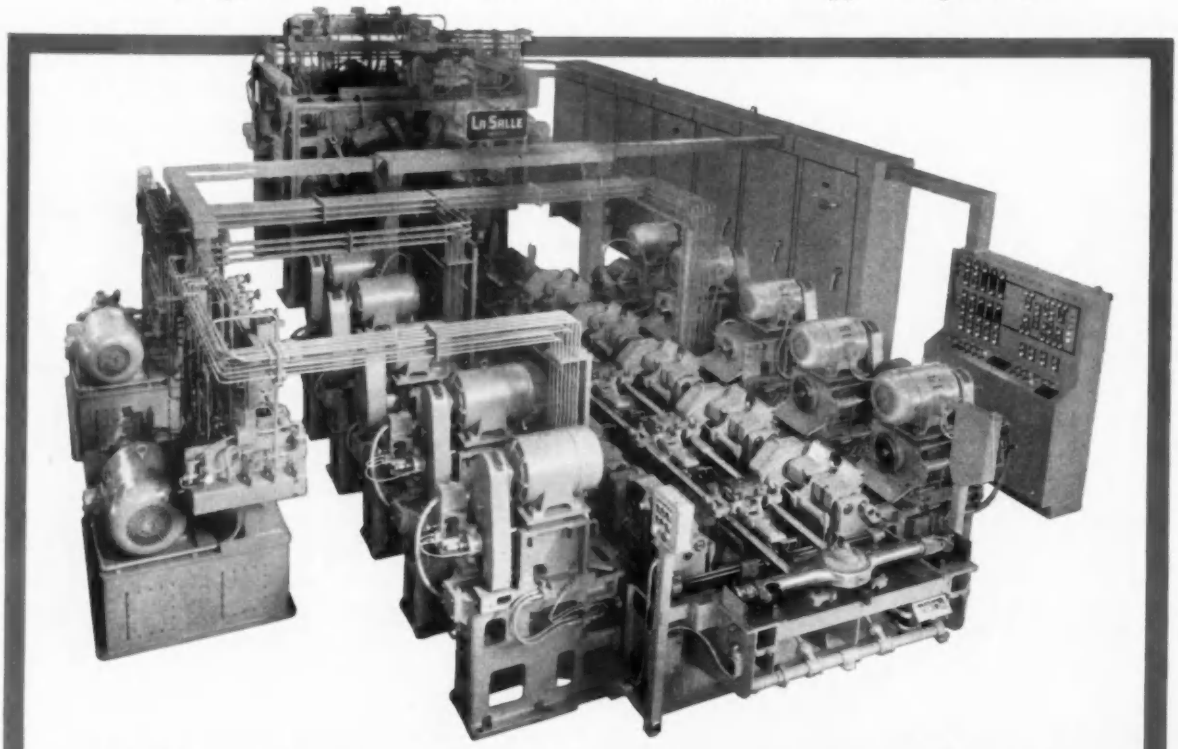
DISTRICT OFFICES

Boston • Buffalo • Cleveland • Detroit • Indianapolis • New York • Philadelphia

Distributors in principal U. S. cities and major foreign countries

# LaSalle Rear Axle Housing Machine

## Housings for both CONVENTIONAL and AIR-RIDE Type Suspensions




**It Performs 46 Operations at 13 Stations and it Completes all 46 Every 26 seconds**

### Finished Housing Handles Either Type of Suspension

Each finished housing is machined to handle either the conventional suspension, or the newer air-ride type. And, these housings will handle either type of suspension without further machining.

### Standard LaSalle Sectional Modular Machine Construction

It provides complete accessibility to all sections and working tools, and will facilitate future part changes. All spindles are built to accept pre-set tools. Shuttle is the modified walking-beam type.

### Built to J.I.C. Standards

Built to J.I.C. Electrical, Hydraulic, Pneumatic, and Lubrication Standards, throughout. Every unit motion, of the machine, is recorded by a mechanical latch-type relay, to guard against double-cycling, or, not cycling of the unit in the set-up.

### It's the Newest and Finest Rear Axle Housing Machine

It was engineered and built for one of the leading automobile manufacturers, where high production is a must, for the assembly of high production models.

### New Type Console Integrates Hydraulic and Electrical Controls

Hydraulic and Electrical systems are designated to follow the operations of the machine without using electrical or hydraulic diagrams. LaSalle Filters are used to filter all of the oil in the hydraulic system. O-Ring mountings are used for valves and fittings, on all hydraulic manifolds, to eliminate pipe-thread leakage.

### Central Coolant and Chip System

There's a central coolant and chip system in this new machine. Moreover, individual regulators provide the coolant at every tool used in the machine.

Another Excellent Example of a Dual-Purpose Machine

Write for Detailed Description of all 46 Operations

**La Salle tool, inc.** ENGINEERING & BUILDING SPECIAL MACHINERY

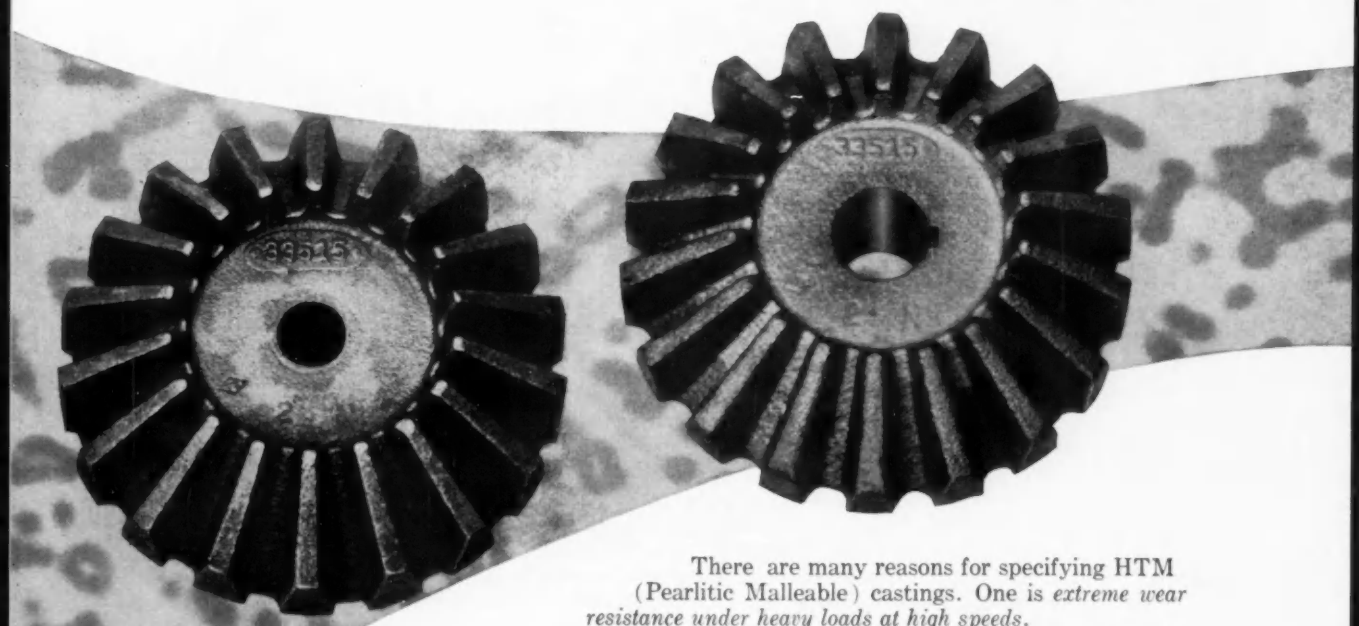
3840 EAST OUTER DRIVE • DETROIT 34, MICHIGAN

*is your problem*

# wear resistance?

## NATIONAL HTM CASTINGS

*are the answer*



There are many reasons for specifying HTM (Pearlitic Malleable) castings. One is *extreme wear resistance under heavy loads at high speeds.*

But there are many other reasons, too. For example, close as-cast tolerances can often eliminate machining operations such as on the gear teeth shown above. In this case, it was only necessary to drill and machine the key slot.

Other worthwhile advantages of HTM are high ultimate strength . . . excellent non-seizing bearing qualities that can eliminate costly bushings . . . air or liquid quenching . . . ability to be smooth-finished.

So when you're looking over the materials field, don't overlook the advantages of HTM castings. For HTM metal can be cast by either the shell mold, $CO_2$, or green sand method. This means production costs tumble . . . performance and saleability of your product go up.

AA-6928

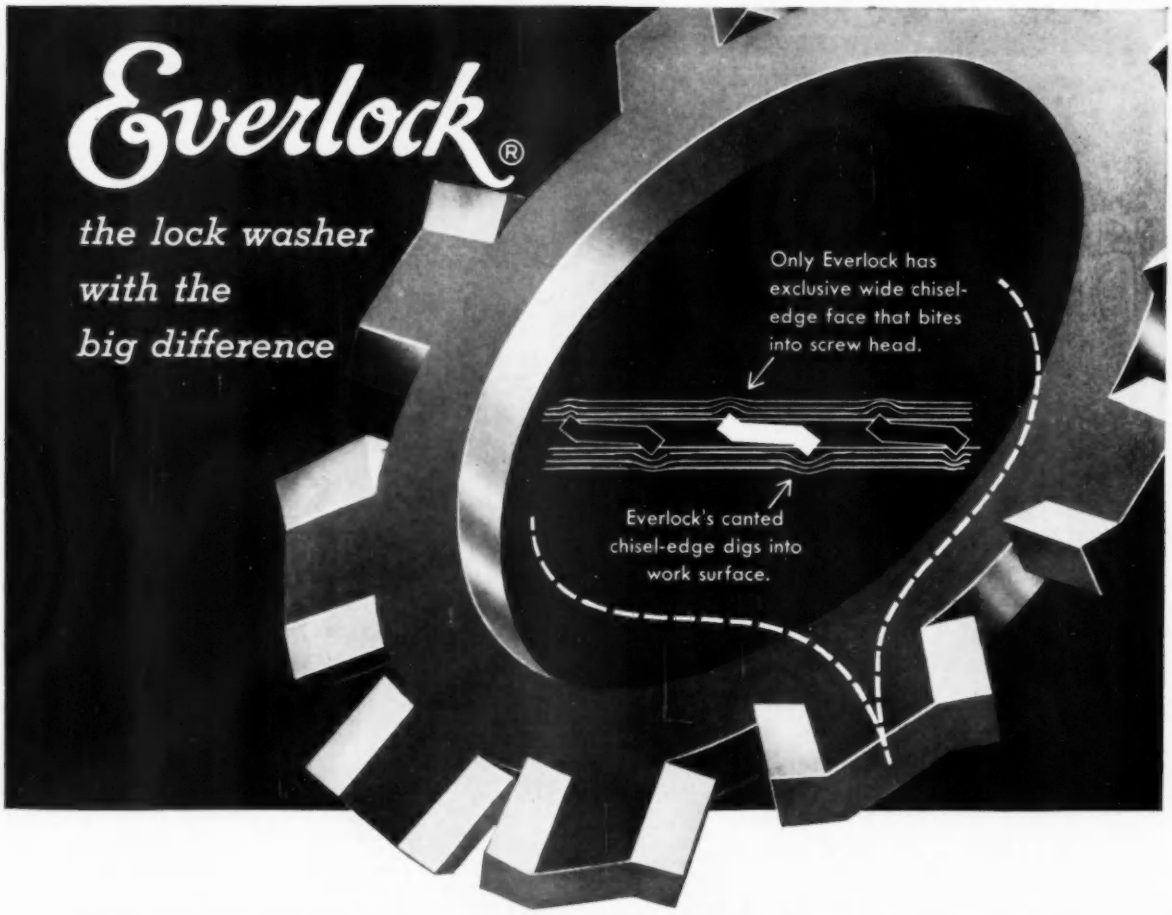
| IMPORTANT PHYSICAL PROPERTIES | |
|---|---|
| Brinell | 163 to 302* |
| Yield, psi | 48,000 to 85,000* |
| Ultimate, psi | 70,000 to 110,000* |
| Elongation, % | 7 to 2* |

*Depending upon grade

**NATIONAL MALLEABLE and STEEL CASTINGS COMPANY**

*Established 1868* — *Cleveland 6, Ohio*

*The nation's largest independent producer of malleable and pearlitic malleable*




# THE BROAD DEEP-BITE GRIPPING POWER

Here is the big difference between Everlock and other lock washers. Everlock's exclusive canted chisel-edge lock washer bites into screw head and work surface, and grips tightly under severe strain, vibration or jarring impact.

Men who design and engineer modern-day equipment specify Everlock washers either for "over-the-thread" usage or for preassembly on Sems. They know their assemblies will last longer in the field because of Everlock's greater gripping power.

EVERLOCK "over-the-thread" and "Sems" washers are available in all sizes and types.

Send us a sketch of your fastening problem, material to be used, and load requirements. We will recommend the Everlock lock washer to fit your need.

**Write for Free Catalog**

Another AMF Product
Everlock
INDUSTRIAL FASTENERS

***the complete line of lock washers***

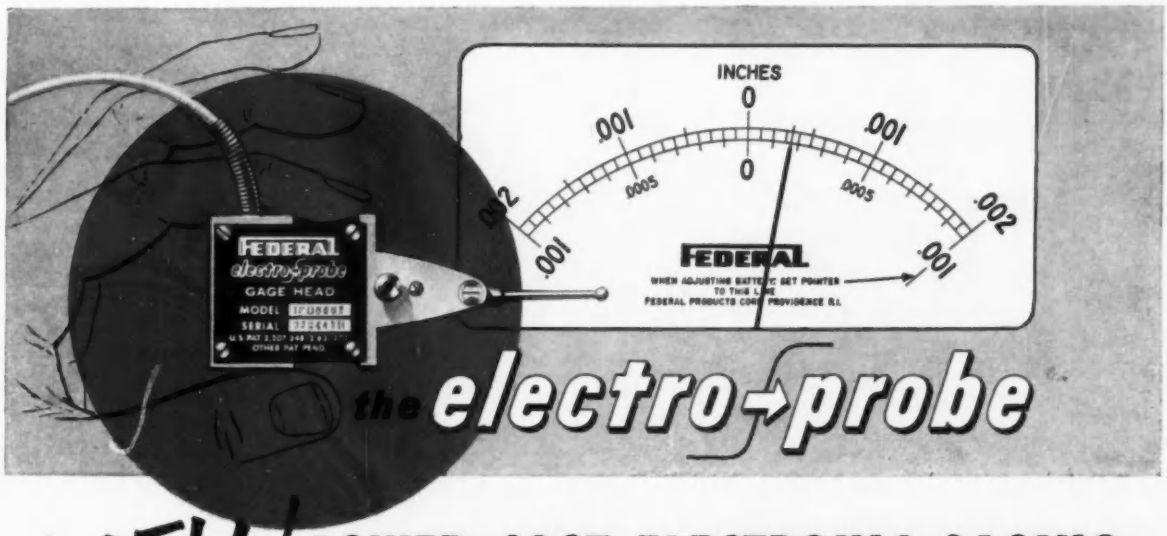
• Internal • External • Internal-External • Countersunk • Spring lock • Dished toothed periphery type • Dome toothed periphery type • Dome plain periphery type • Specials

**EVERLOCK REPRESENTATIVES**

J. J. McIntosh
Atlanta, Georgia
C. L. Martin Sales Corp
Baldwinsville, N.Y.
Richard C. Dudek
Beverly Hills, Calif.
Plastic & Metal Components
Boston, Mass.
W. L. Barth, Jr.
Chicago, Illinois
Scott & Steffen, Inc.
Cleveland, Ohio
Kenneth D. Delaney
Dayton, Ohio
Sam T. Keller Co.
Detroit, Michigan
C. W. McNeil, Inc.
Houston, Texas
D. G. Tooling Co.
Indianapolis, Ind.
Thom Lundeen
Moline, Illinois
J. Ramsey Reese, Inc.
New York, N.Y.
Hank Workman
D. G. Tooling Company
Pleasure Ridge, Ky.
W. Henry Cordray Sales Co.
Philadelphia, Pa.
W. L. Barth, Sr.
Phoenix, Arizona
Oregon Indust. Factors
Portland, Oregon
Howard N. Clark
Rochester, N.Y.
Forrest Moschner
St. Louis, Mo.

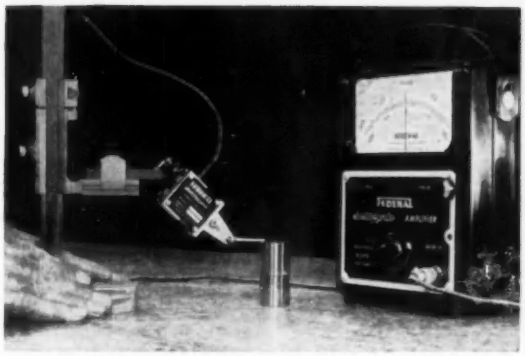
**THOMPSON-BREMER & CO.**

Dept. A, 228 North LaSalle Street, Chicago 1, Illinois **Subsidiary of AMERICAN MACHINE & FOUNDRY CO.**




# NEW LOWER COST ELECTRONIC GAGING

**The new Electro-Probe Model 230 P-2 introduces a new concept in Dimensional Control. It is far more than just another electronic test indicator.**



**1. Take it anywhere.** Model 230 P-2 is completely portable and self-contained. It consists of a bantam size electronic gage head and transistor amplifier which, with metal carrying case and accessories, weighs only 8½ lbs. It is completely independent of external power, and electrical parts are hermetically sealed.

**2. Mount it on any conventional fixture.** No special stand or holding fixture is required because gaging pressure is extremely light (less than 2.5 grams). Supports which would deflect under even normally light gaging pressures remain rigid when the Electro-Probe is used. And the gaging pressure remains constant throughout range (change is less than 0.1 gram per .001").

**3. Set it up in a jiffy.** Now you have Precision *without* time-consuming adjustments. Master it anywhere within its range because response is so linear. Full scale Zero Adjustment makes positioning easy and fast. Warm up time is virtually zero. Gage when *you're* ready!

**4. Gage with ease and assurance.** Contact has friction-free travel of ± .015". Clutch mounting allows head to be placed in almost any position and provides complete over-travel protection. Either of two magnifications instantly available. Wide 4½" dial easy to read.

**5. Enjoy greater reliability than ever before.** Use of **Printed circuits** and **transistors** means trouble-free performance. Connections are sure, operating current amazingly low — no heating or voltage regulation problems, no dependence on electrical outlets. Learn more about this truly portable, reliable, accurate and versatile gaging device.

*Write for Literature.*

**FEDERAL PRODUCTS CORPORATION**
**8263 Eddy Street • Providence 1, R. I.**

**Packaged for convenience**

Electro-Probe gage head, self-powered amplifier and accessories, all in one lightweight case . . . easily carried from job to job.



**The Electro-Probe principle has exciting advantages in other fields of gaging. Ask us.**

*Ask* **FEDERAL** *First*

**FOR RECOMMENDATIONS IN MODERN GAGES . . .**

**Dial Indicating, Air, Electric, or Electronic — for Inspecting, Measuring, Sorting, or Automation Gaging**




# THE CASE FOR POWER STEERING ON TRUCKS!

The trend to power steering on trucks is based on one very practical reason —operators of trucks equipped with power steering have invariably found that the added safety and greater operating efficiency of their vehicles have demonstrated that power steering is indeed a sound investment.

Truck drivers using power steering report less tension and fatigue in normal driving and appreciate the positive control that blocks road shock from chuck holes and prevents loss of control if the truck is forced out on a soft shoulder.

The dispatcher knows the importance of regularly maintained schedules. He is quite aware that with power steering drivers are more relaxed and are better drivers than tired drivers. Thus, power steering not only reduces the hazard of road accidents, but helps the driver to maintain established schedules through better vehicle control.

In short, power steering, by saving time and money, contributes materially to a more profitable operation.

Truck manufacturers are always eager to offer their customers features that will make truck operation safer and more profitable and, at the same time, give their dealers every selling advantage.

That's why more and more truck manufacturers are offering performance-proven Bendix* Power Steering as original factory equipment.

If you would like to know why power steering for trucks is perhaps even more logical than power steering for passenger cars, we have prepared an interesting folder on the subject.

Write for your copy today. We think you'll be convinced. *REG. U.S. PAT. OFF.

Bendix PRODUCTS DIVISION South Bend IND.

Bendix AVIATION CORPORATION

AUTOMOTIVE INDUSTRIES

March 15, 1958 Volume 118, No. 6

# Table of Contents

**MOTOR VEHICLE SECTION, PAGES 91-162**
**AUTOMOTIVE ENGINE SECTION, PAGES 197-219**
**AVIATION SECTION, PAGES 239-257**
**AFFILIATED INDUSTRIES SECTION, PAGES 265-285**
**DIRECTORY OF MANUFACTURERS, PAGE 286**
**SPECIAL AND REGULAR FEATURES**

## MOTOR VEHICLE SECTION

**PRODUCTION AND FACTORY SALES**

Passenger Cars
- In Units and Wholesale Value... 91
- By Months, by Years, 1955-1957.. 92
- To Domestic and Foreign Markets 93
- By Makes, by Months, 1957..... 93
- By Manufacturing Groups..... 93
- By Body Types, 1954-1957..... 94
- Station Wagons, 1954-1957..... 94
- Of Optional Equipment..... 95
- In Canada, Units and Value..... 97

Trucks
- In Units, by Years, 1900-1957..... 91
- Wholesale Value, 1900-1957..... 91
- By Months, incl. Buses, 1955-1957 92
- To Domestic and Foreign Markets 93
- By Special Types, 1951-1957..... 95
- With Cab-Over-Engine, 1951-1957 95
- With Diesel Engines, 1951-1957... 95
- With 6 Wheels, 3 Axles, 1951-1957 95
- Multi-Stop Type, 1951-1957..... 95
- By Makes, by Months, 1957..... 92
- By G.V.W., by Years, 1954-1957... 94
- In Canada, Units and Value..... 97

Buses
- By Type, 1950-1957..... 94
- By Months, 1957 ..... 92
- By Wholesale Value, 1950-1957 .. 94
- School Bus Chassis, 1951-1957 .... 95

Ambulances and Funeral Vehicles.. 95

Trailers
- By Body Types, 1954-1957 ..... 95
- By Value, 1954-1957 ..... 95

Tractors
- By Types, by Years ..... 96
- By Fuel Used, by Years ..... 96
- By Type and Hp, by Months, 1956 96
- Garden Type, 1954-1957 ..... 96
- Lawn Mowers, ..... 96

**NEW REGISTRATIONS**

Passenger Cars
- By Makes, by Years, 1953-1957... 98
- By Months, 1956-1957 ..... 99
- By States, 1955-1957 ..... 99
- By Price Classes, by Years ..... 100
- By Dollar Volume, Years ..... 100
- By Regions, 1956-1957 ..... 99

Trucks
- By Makes, by Years, 1953-1957... 98
- By Months, 1956-1957 ..... 99
- By States, 1955-1957 ..... 99
- By Regions, 1956-1957 ..... 99
- By Makes, by G.V.W., 1956-1957.. 100

**TOTAL REGISTRATIONS**

Passenger Cars
- By Years, 1900-1957 ..... 101
- By Regions, 1954-1957 ..... 102
- By States, 1957 ..... 102
- By Age Groups, 1954-1957 ..... 103
- By Makes, States, Model Yr...104-111
- By Makes, by Model Year ..... 121
- By Makes, by Ranking Order.... 110
- In Canada, by Provinces ..... 97
- By 115 Leading Counties ..... 162

Trucks
- By Years, incl. Buses, 1900-1957.. 101
- By States, 1957 ..... 102
- By Age Group, 1954-1957 ..... 103
- By Makes, States, Model Yr...112-121
- By Make and Model Year ..... 120
- By Makes, by Ranking Order.... 111
- In Canada, by Provinces, 1956.... 97
- By 115 Leading Counties ..... 162

Buses
- By States ..... 102
- In Canada, by Provinces ..... 97

Taxicabs and Motorcycles
- By States, 1957 ..... 102
- In Canada, by Provinces ..... 97

Trailers
- By States ..... 102

**EXPORTS-IMPORTS**

Passenger Cars
- Units and Value, 1955-1957 ..... 122
- New and Used, 1955-1957 ..... 122
- Imports by Country, 1957 ..... 122

Trucks and Buses
- In Units and Value, 1955-1957 ... 122
- New and used, 1955-1957 ..... 122
- Imports by Country, 1957 ..... 122

Parts and Equipment
- Value of, 1955-1957 ..... 122
- Imports, by Country, 1957 ..... 122

Engines
- In Units and Value (Automotive) 122

Tires and Tubes
- Value of, 1955-1957 ..... 122

**PRICES AND WEIGHTS**

Passenger Cars
- By Makes, by Body Types, 1958.. 123

**ENGINE TRENDS**

Passenger Cars .....154, 155, 160

**SPECIFICATIONS, 1957**

Passenger Cars
- Body Dimensions .....124-125
- Chassis, Engine, Parts .....126-141
- British Cars .....142-143
- Foreign Cars .....142-145

Trucks .....146-153
Buses .....154-155
Tractors, Wheel Type .....156-161
Military Cargo Vehicles ..... 161

## AUTOMOTIVE ENGINE SECTION

**PRODUCTION**

Gasoline Engines
- By Years ..... 197
- By Horsepower ..... 197
- By Displacement ..... 197
- By Number of Cylinders ..... 219
- By Operating Data ..... 219

**PRODUCTION—*Continued***

Diesel Engines
- By Years ..... 197
- By Horsepower ..... 197
- By Displacement ..... 197
- By Number of Cylinders ..... 219
- By Operating Data ..... 219

Outboard Motors
- By Years ..... 197

**SPECIFICATIONS**

Gasoline Engines .....198-207
Diesel Engines .....208-215
Diesel, for Locomotive Use ..... 217
Gasoline, Small .....216-217
Outboard Motors .....218-219

*(Continued on page 70)*

# Table of Contents—*continued*

## AVIATION SECTION


**PRODUCTION (SHIPMENTS)**

Aircraft, Military
- By Years, 1935-1956 ..... 239

Aircraft, Civil
- By Years, 1935-1957 ..... 239
- In Units and Value, 1956-1957 ... 240
- By Number of Places, by Years... 240
- By Airframe Weights ..... 240
- By Total Rated Hp ..... 241
- Value of Aircraft Parts ..... 240

Aircraft Engines, Military
- By Years, 1935-1956 ..... 239

Aircraft Engines, Civil
- By Years, 1935-1957 ..... 239
- In Units and Value, 1956-1957 .... 240
- Value of Engine Parts ..... 240

Aircraft Propellers
- Value of Military ..... 253
- Value for Civil Use ..... 253

**NET SALES**
- Value of Military Aircraft ..... 239
- Value of Other Aircraft ..... 239
- Value of Military Engines ..... 239
- Value of Other Engines ..... 239
- Value of Propellers ..... 239

**NEW ORDERS**
- Value of Military Aircraft ..... 239
- Value of Other Aircraft ..... 239
- Value of Military Engines ..... 239
- Value of Other Engines ..... 239
- Value of Propellers ..... 239

**BACKLOG OF ORDERS**
- Value of Military ..... 240
- Value of Civil Orders ..... 240

**REGISTRATIONS**
- Military planes on hand ..... 241

Civil Aircraft
- By Year of Manufacture ..... 241
- By Manufacturer ..... 241
- By Total Rated Hp ..... 241
- By Number of Places ..... 241
- Of Pilots ..... 241
- By States ..... 242

Airports
- By States ..... 242

**SCHEDULED CARRIER OPERATIONS**
- Carrier Lines and Planes ..... 242

Number of Operators
- Domestic Lines ..... 243
- International Lines ..... 243

**SCHEDULED CARRIER OPERATIONS —*Continued***

Aircraft in Service
- Domestic Lines ..... 243
- International Lines ..... 243

Route Mileage
- Domestic Lines ..... 243
- International Lines ..... 243

Average Speeds
- Domestic Lines ..... 243
- International Lines ..... 243

Operating Revenues ..... 243
Personnel Employed ..... 243
Payroll ..... 243
Average Salaries ..... 243

**SPECIFICATIONS**

Aircraft
- U. S. and Foreign, Military ...244-247
- U. S. and Foreign, Civil .....248-250
- Rotary Wing ..... 251

Aircraft Engines
- Reciprocating Type .....252-253

Gas Turbines
- United States .....254-255
- Canada .....254-255
- France .....254-257
- Great Britain .....256-257


## AFFILIATED INDUSTRIES SECTION


**FINANCIAL**
- National Income by Shares ..... 265
- Purchasing Power of Dollar ..... 265
- Consumer Credit ..... 265

**WAGES**

Earnings of Production Workers
- By Months, 1956-1957 ..... 266
- By Types of Industries ..... 266
- Hourly and Weekly ..... 266

**COST OF LIVING**
- Index of Selected Items ..... 267
- Index by Months ..... 267
- Wholesale Prices ..... 267

**POPULATION**
- By States ..... 268
- By Sex, Age, Color ..... 268
- Of Civilian Labor Force ..... 268
  - Employment ..... 268
  - Unemployment ..... 268

**EMPLOYMENT**
- In Motor Vehicle Plants ..... 268
- In Aircraft Industries ..... 268

**INDUSTRIAL PRODUCTION**
- Index by Mfg. Groups ..... 269
- Index by Months, by Years ..... 269
- Manufacturers' Sales, Inventories 269

**MACHINE TOOLS**

Shipments
- Value by Years ..... 270
- Value by Months, 1955-1957 ..... 270

Net New Orders
- Value, by Months, 1955-1957 ..... 270

**TIRES AND TUBES**
- Tire Shipments, Units ..... 271
- Tube Shipments, Units ..... 271
- Value of Tires & Tubes ..... 271

**MATERIALS**

Rubber
- Camelback Production ..... 272

U. S. Consumption
- Natural, Synthetic ..... 272
- By Tire and Tube Industries... 272
- By Other Industries ..... 271

Natural Rubber
- Imports, Consumption ..... 272

Steel
- Shipments, by Markets ..... 273

Shipments
- Carbon, by Markets ..... 273
- Alloy, by Markets ..... 273
- Stainless, by Markets ..... 273

Aluminum
- Average Car Usage ..... 274
- Shipments Mill Products ..... 274

**MATERIALS—*Continued***

Magnesium
- Shipments ..... 274

Plastics
- Value of Shipments ..... 274
- Weight per Car ..... 274

**BATTERIES**
- Replacement, Units ..... 274
- Value of Shipments ..... 274

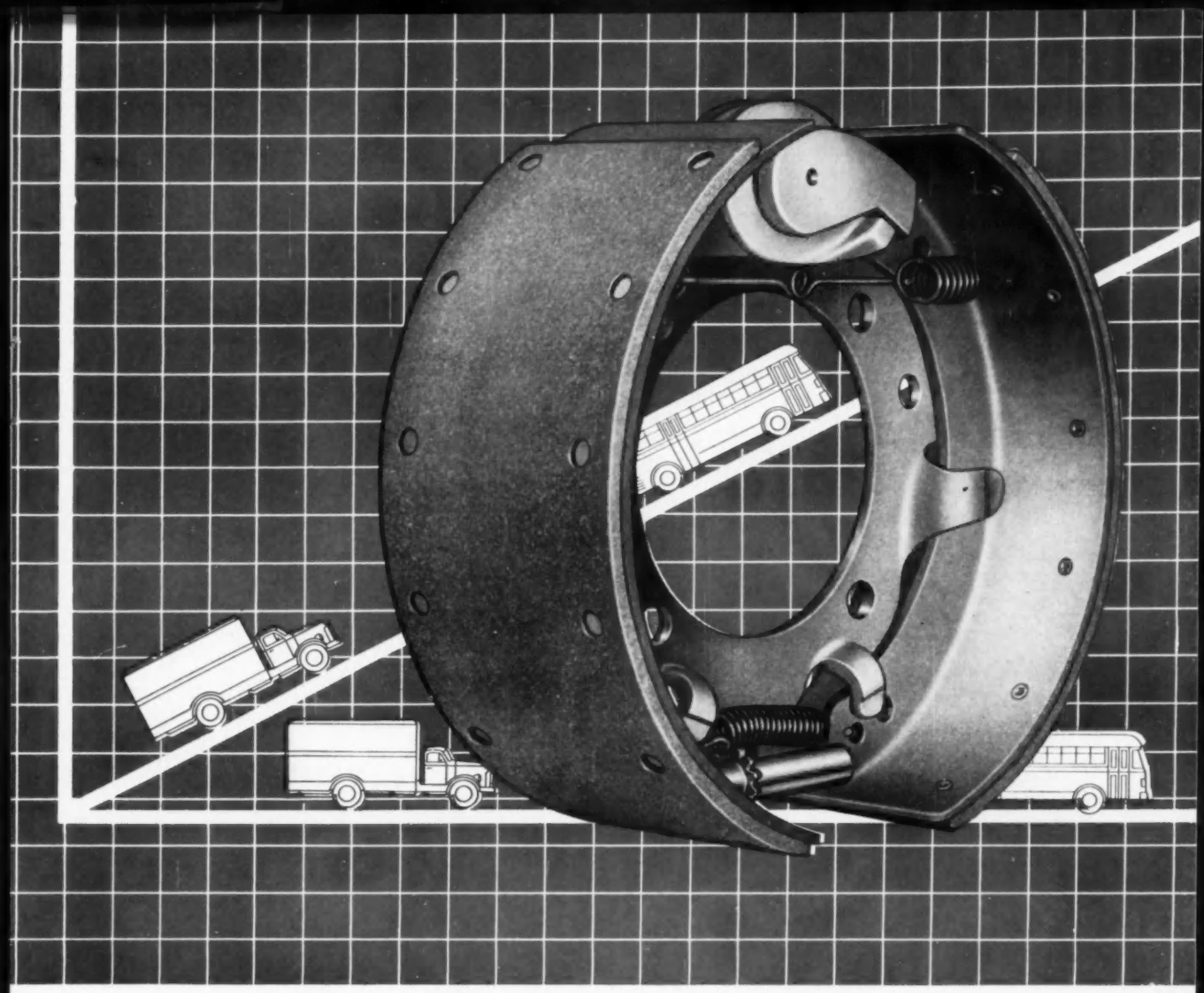
**MATERIALS HANDLING**
- Industrial Truck Shipments ..... 275
- Industrial Trucks, Units & Value.. 275

**CONSTRUCTION MACHINERY**
- Shipments, Units and Value ..... 275

Specifications
- Heavy-Duty Trucks .....276-278
- Crawler Tractors ..... 279
- Graders ..... 280
- Scrapers ..... 281
- Front-End Loaders .....282-283
- Dumpers ..... 283
- Powered Rollers .....284-285


## SPECIAL AND REGULAR FEATURES


- Calendar of Coming Events ..... 28
- Automotive and Aviation News ..... 73
- Men In The News ..... 79
- Airbriefs. By Ralph A. McClarren... 259
- The Business Pulse ..... 304
- New Plant and Production Equipment 306
- Industry Statistics ..... 312
- Free Literature and Information..... 313
- New Products ..... 316
- On Our Washington Wire ..... 320
- Shorties ..... 322
- The Importance Of Cutting Fluids And Coolants. By Joseph Geschelin 324
- German Cars. By J. H. W. Kerston.. 330
- Why A Standard Tire Valve? By Garvin A. Drew ..... 336
- Machinery News. By C. A. Weinert.. 350
- Leasing Of Equipment By Automotive Parts Makers. By W. R. Heins.... 354
- More Government Contract Awards.. 390
- Advertisers' Index ..... 412



# BENDIX DUO-DUTY AUXILIARY BRAKE

## Power to hold on grades . . . Power to stop at road speeds

The Bendix* Duo-Duty auxiliary brake serves the double purpose of a positive parking brake and an emergency road-speed brake.

**FOR PARKING,** the Duo-Duty brake has ample torque capacity to keep the braked wheels from rolling on any hill or ramp, regardless of how steep.

**FOR EMERGENCIES,** it has the torque and thermal capacity to serve as a dependable stand-by brake at road speeds should the main braking system, for any reason, fail to work.

Minimum physical pull at the hand lever, less weight, fewer parts, mechanically simple.

A heavy-duty drive shaft brake that is rugged and right . . . built and backed by Bendix.

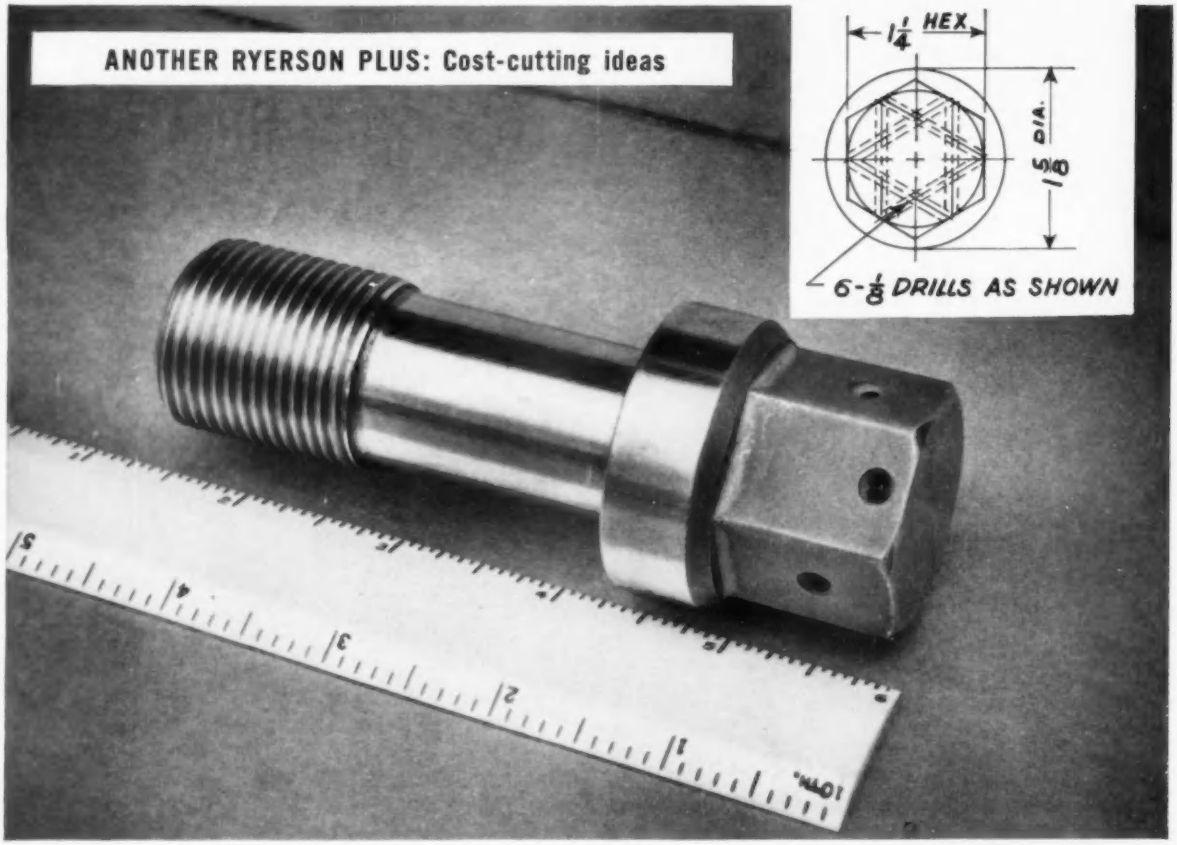
*REG. U.S. PAT. OFF.

**BRAKES • POWER STEERING • POWER BRAKING • CONSTANT VELOCITY UNIVERSAL JOINTS • HYDRAULIC REMOTE CONTROLS**

Bendix PRODUCTS DIVISION South Bend, IND.

Export Sales and Service: Bendix International Division, 205 East 42nd Street, New York 17, N. Y.

Bendix AVIATION CORPORATION




Rycut 40 drills cleanly, cuts down on tool wear and breakage.

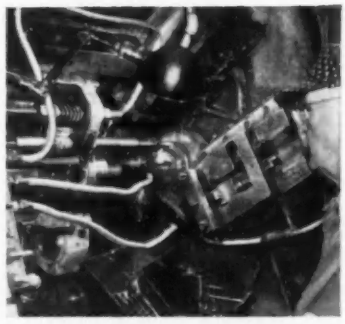
# Rycut 40 alloy steel boosts production 30%, tool life 50%

Drilling piston pin bolt heads of AISI 4140 was a costly problem at Hyland Machine Co., Dayton, Ohio.

The job called for cross-drilling two holes in each face of the hex head (see diagram). A Ryerson specialist recommended new Rycut 40, the world's fastest machining alloy steel in its carbon range.

Here are the results, from Partner Forest Hyland: "We have cut down drill breakage. We have 15% fewer rejections. There is a marked improvement in finish, plus a comparable saving shown in milling the head of the bolt. Tool life on the automatic screw machines is 50% longer, total production is up 30%. Now we can produce this bolt at a competitive price."

There is a dependable, cost-cutting steel at Ryerson to meet every requirement. The Ryerson quality controls assure you of getting steel you can count on for dependable performance—every time. Ask your Ryerson specialist for help on your steel problems.



Six-spindle automatic screw machine producing piston pin bolts with cost-cutting Rycut 40.

RYERSON CERTIFIED QUALITY

## RYERSON STEEL

Member of the INLAND Steel Family

*Principal Products: Carbon, alloy and stainless steel—bars, structurals, plates, sheets, tubing—aluminum, industrial plastics, metalworking machinery, etc.*

JOSEPH T. RYERSON & SON, INC. PLANTS AT: NEW YORK · BOSTON · WALLINGFORD, CONN. · PHILADELPHIA · CHARLOTTE · CINCINNATI · CLEVELAND DETROIT · PITTSBURGH · BUFFALO · INDIANAPOLIS · CHICAGO · MILWAUKEE · ST. LOUIS · LOS ANGELES · SAN FRANCISCO · SPOKANE · SEATTLE

# News

OF THE AUTOMOTIVE AND AVIATION INDUSTRIES

**Vol. 118, No. 6** **March 15, 1958**


### British Spokesman Predicts Small Car Market of 300,000

A British automobile spokesman, whose job is selling cars in the U. S., says that the small car market in this country might reach a "reasonable limit" of 300,000. But he is doubtful of how much larger the market will ever get.

A. E. Birt, president of Hambro Automotive, the U. S. importer of British Motor Corp. cars, says the market for small and imported cars is limited by the number of people who want to "drive instead of be driven."

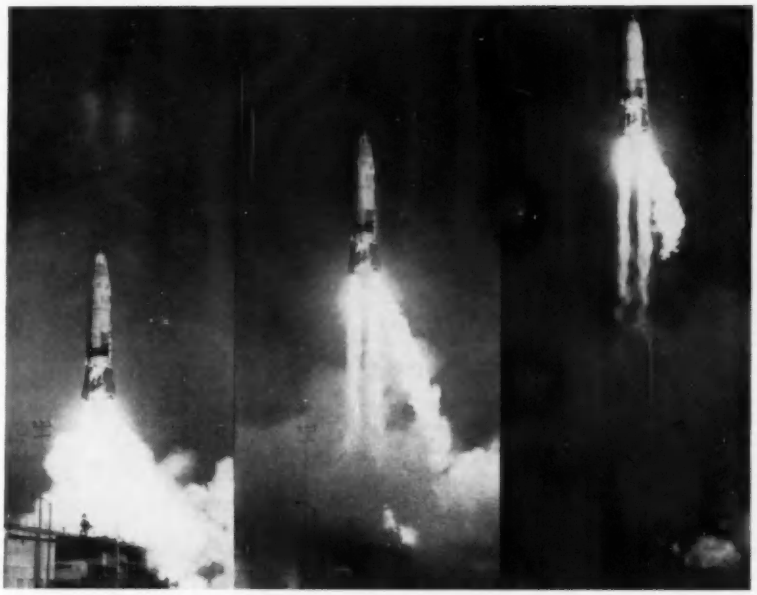
It is not a matter of economy, he maintains. In a recent Hambro survey, it was found that most of the BMC cars sold in this country, whether in the sports or small sedan category, went to families already owning an American car.

Hambro hopes to sell 40,000 BMC cars in this country during 1958 of which about 60 per cent would be sports cars. In 1956, BMC sales here totaled 10,000 cars, and last year the figure was 24,000.

Mr. Birt says such tasks as shifting gears, braking and tugging at the steering wheel make a different technique of driving that appeals to a small segment of the population. These are the people who will continue to buy sports cars and short wheelbase cars with no power assists or automatic transmission.

Contrary to belief, the majority of the sports cars are sold to people over 30 years of age. MG still accounts for 75 per cent of BMC's American sales.

In 1957, BMC turned out 450,000 vehicles, including vans. Of this, 220,000 or nearly 50 per cent, were exported. So, the U. S. market accounted for barely 10 per cent of exports and 5 per cent of total production.



**ATLAS ROCKETS INTO FLORIDA SKY**

*These sequence photos record the launching of an Atlas ICBM from AF Missile Test Center at Cape Canaveral, Fla. Left, twin incandescent jets from powerful rocket engines become visible as Atlas climbs clear of its wake of flame and steam. Center, huge missile soars skyward, as expendable launcher tubing on pad still burns. At right, Atlas climbs higher into Florida sky. Atlas is in pilot production at Convair-Astronautics' plant at San Diego, Calif.*

### GM Employees Averaged $2.64 Hourly in 1957

General Motors' 350,398 hourly-rated employees in the U. S. earned an average of $2.64 exclusive of fringe benefits, during 1957, highest in corporation history. Total payroll for the year was $1,855 million. Average work-week was 38.6 hours and weekly earnings average $101.83.

Car, truck, body and assembly division employees in the U. S. worked 39.0 hours a week on the average and earned $104.37 weekly.

World-wide payrolls last year amounted to $2,955 million, with an average of 588,160 persons employed.

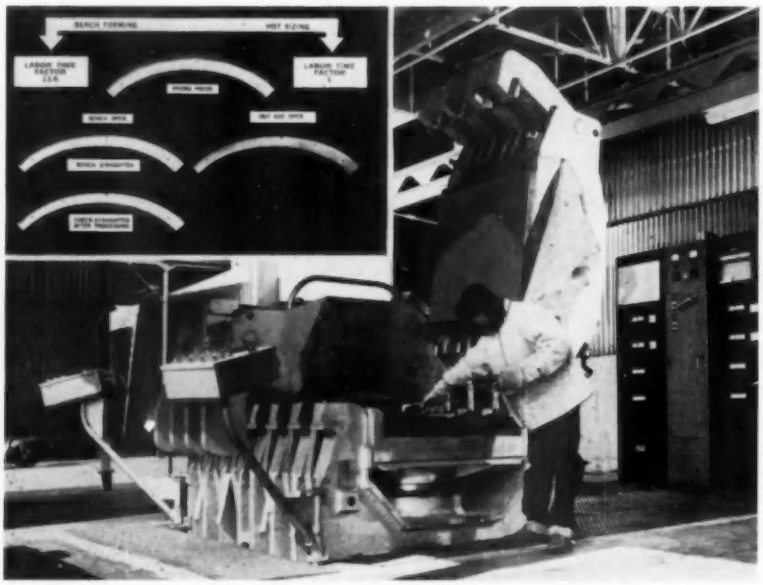
GM says that over the last 10 years, wage increases to hourly-rated employees have amounted to a minimum of 87 cents an hour, exclusive of fringe benefits.

### M-H-F Plans to Expand Its Brantford Foundry

Massey - Harris - Ferguson, Ltd. plans a $1 million expansion program at its Brantford, Ont. foundry. The firm plans to install a new core room and other new equipment, plus an enlarged and re-designed cleaning room.

M-H-F will produce castings for transmission cases and center housings for its tractors. Machining will be done in another M-H-F plant.

# NEWS AUTOMOTIVE AND AVIATION



**NEW HOT SIZING PRESS SPEEDS PRODUCTION**

*Sheridan Hot Sizing Press speeds precision forming of titanium and high-temperature steel parts for advanced aircraft and missiles. Press is shown in operation at North American Aviation. Insert shows labor savings in forming a typical aircraft titanium part. The machine was developed by North American and is built by Sheridan-Gray Inc., under license.*

### Gap between Supplier and Buyer Is Number One Missile Problem

Supplying the missile market—the country's newest multi-billion customer—is boiling down to a problem of getting eager suppliers in touch with willing buyers. It's proving a tough job gearing military procurement to the space age.

Top missile and rocket experts in Washington are convinced present-day capacity, with perhaps a little retooling, can meet the needs of the explosively-growing missile age for some time. It can, that is, if the makers of specialized metals, electronics, special parts and tools can get together with the military and the prime contractors.

In a nutshell, most would-be suppliers to the missile market have one simple, but important complaint — there's no single missile program, and therefore no way to hunt down the contracts and bid specifications they need to get in the business.

While the military merits of a single space-missile agency are being debated around the halls of Congress and the Pentagon, the need from an industrial standpoint is crystal clear, businessmen are telling government officials.

Industry itself, through various associations, is trying to bridge the gap between supplier and buyer.

The newly-formed Association of Missile and Rocket Industries began a series of meetings in key industrial cities in February. First meeting was held in Cleveland (Carter Hotel) Feb. 28. Other meetings will follow in rapid order in such cities as Detroit, the New England area, New York and New Jersey.

Purpose of these AMRI meetings is to try to pinpoint in seminar-type sessions how the industries of each state can get in on the missile business. The meetings are aimed primarily at executives and sales representatives — not scientists and engineers. Each meeting will be highlighted by panels of government procurement officers from the local area as well as Washington.

Kendall K. Hoyt executive director of the Association plans to try to set up semi-permanent local chapters in each of the cities to keep the industrialists in touch with government buying agents.

A three-day industrial missile conference scheduled in May in Washington will feature discussions of financing, procurement, production, availability of scientific information, and other subjects of the new missile business. Tentative dates for this conference are May 22, 23 and 24. Purpose again is to bring eager suppliers closer to government and prime contractor buyers.

### GM 1957 Sales Second Highest, But Income Drops Below 1956

General Motors sales of $10,990,000,000 in 1957 were second highest in the corporation's history, but net income for the year fell to $844 million, a drop from $847 million in 1956. Sales last year were up from $10,796,000,000 the previous year.

The company's annual report predicts another year of "intense competition" in 1958, with the indicated volume less than in 1957.

GM's factory sales of cars and trucks at all plants totaled 3,885,000, or 95 per cent of 1956 total. This included U. S. factory sales of 3,237,000 units. Overseas production of some 642,000 units set an all-time high and topped 1956 by 17 per cent.

GM says the upward trend in payroll costs and charges for materials continued during 1957, accounting for the drop in net income as sales went up.

Expenditures for real estate, plants and equipment, excluding special tools, totaled $474 million in 1957. This was slightly more than half of the record 1956 expenditures of $891 million.

### Willys Gets Largest Order From Government for Jeeps

Willys Motors, Inc. has received an order for 1763 jeep vehicles and spare parts from the U. S. Government—the largest order from the U. S. since World War II. Value of the contract tops $3.1 million.

The vehicles were purchased by the International Cooperation Administration for delivery to the Government of India under the Mutual Security Program. Willys' licensee in Bombay, Mahindra, will assemble 948 vehicles. The balance will be built in Toledo.

### Porter International Markets Free World Industrial Ideas

A German metalworking firm has bought a U. S. process for making structural honeycomb from aluminum, stainless steel, and glass fiber.

A California electronics manufacturer has leased Swedish rights to make and sell industrial noise meters.

In Spain, a powder metallurgy industry is now in the making, thanks to lease of new Schwartzkopf processes by a New York firm.

These are all current examples of a new and thriving kind of world trade—the marketing of industrial know-how and patent rights. And the biggest firm in this novel buy-and-sell activity is Porter International Co., of Washington, D. C., a bustling organization with agents already in 22 countries.

Porter International is headed by Paul R. Porter, formerly top U. S. administrator for the Marshall Plan in Europe. Mr. Porter's years in Europe for the U. S. government convinced him that industrial firms throughout the free world are clamoring for the opportunity to buy or lease rights to U. S. production methods. And the same situation works in reverse: Many foreign firms have developed new techniques and products that will benefit U. S. manufacturers and fabricators. It's a two-way street, and the Porter organization, first of its kind in the world trading of industrial ideas, receives new inquiries every day from eager manufacturers in every nation outside the Iron Curtain.

Thompson Products, of Cleveland, has installed a new metal-polishing machine obtained—through the Porter organization—from a German metalworking firm. Thompson's preliminary experience shows that the polishing machine (basically a revolving drum) is capable of polishing small metal parts better and cheaper than had previously been possible.

Another example: Corrugated plywood, which has an enormous potential in industrial packaging and shipping, is now on the market—through the Porter organization.

Through pooling of production know-how, combinations of U. S. and foreign firms may be formed to exploit the full market potentials of products in world demand. Here's an example, cited by Porter:

"A U. S. company—the leader in its particular industry—asked us to license its patented processes in England, France and Germany. In doing so, we found both in England and in France licensees who had made important technical advances previously unknown to our client.

"Through a reciprocal exchange of information, the research work of the U. S. and foreign companies will henceforth be pooled, giving each an increased technical lead over its competitors."



**GMC PICKUP TRUCK HAS EXTRA LOAD CAPACITY**

*GMC's new West-Side pickup truck has greater cubic load capacity than conventional models. It comes in either 6½ or 8-ft lengths having 59.5 and 75.6 cu ft, respectively. The extra capacity is achieved with only a 4 lb increase of weight in the smaller box and 22 lb in the larger version. A wider, deeper tailgate fits snug for a grain and sand-tight body.*

### Champion Forms New Subsidiary To Serve Industry in Mexico

Champion Spark Plug Co. has announced the formation of a Mexican subsidiary to manufacture and distribute spark plugs in Mexico.

Known as Bujias Champion de Mexico, S. A., it will have its plant in Industrial Vallejo, a new industrial section of Mexico City. It will be equipped with machinery, tooling, and inspection devices from the parent company.

Capitalized at more than 4 million pesos, the firm will serve automobile manufacturers in Mexico as well as distributors of replacement parts.

### No Extensive Use Predicted For Metallic Brake Lining

Chevrolet Motor Div. does not expect extensive use of the experimental metal brake linings, now installed on police cars in Milwaukee, Wis.

Chevrolet engineering devised the metallic linings to solve a specific problem in Milwaukee that probably is not encountered elsewhere. Milwaukee has a peculiar problem of brake fade on its police cars, and other cars as well, because of the unusually large number of full-stop intersections.

The metallic linings were found to be more durable and have less fade than conventional fiber linings. Heavy pedal pressure, however, is required and consequently driving becomes more of a chore.

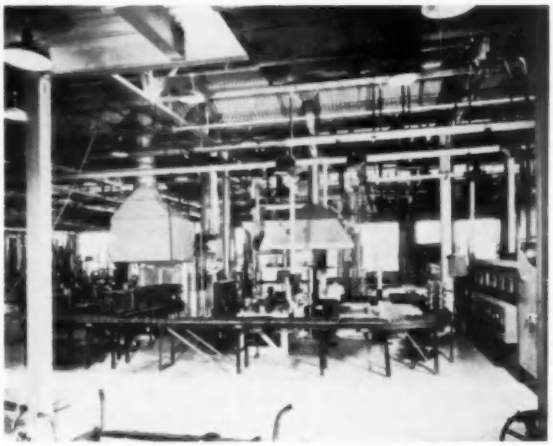
### ASTE Will Be Host to 35,000 At Tool Show in Philadelphia

More than 35,000 visitors are expected for the 1958 Tool Show and annual meeting of the American Society of Tool Engineers next May. Some 500 exhibits and 100 technical papers will highlight new developments in equipment and industrial techniques.

Precision gauging and inspection equipment will occupy one entire hall at Philadelphia's Convention Center, headquarters for the week-long meet.

Featured during the week will be a Metal Cutting Review Seminar and special sessions on numerical control and tooling for metal powder parts.

# NEWS AUTOMOTIVE AND AVIATION



**GAS CARBURIZING**

*Twelve gas carburizing lines are included in this fully automatic system for controlling carbon potential in continuous furnaces. This Surface Combustion Corp. carburizer is equipped with an RX gas generator and Autocarb dew-point controller. System makes it possible to automatically compensate for any changes in work surface area while furnace is in operation.*

### Ford Is Shifting Westward As Somerville Plant Closes

Ford Div.'s assembly operation is continuing its westward shift as a second eastern plant—this one at Somerville, Mass.—closes down.

Ford earlier announced the closing of its Buffalo, N. Y. assembly plant.

The 31-year-old Somerville plant closed March 14. Ford officials said that the plant is no longer well located from the standpoint of Ford's distribution pattern and the restricted size does not provide the required space or flexibility.

Production in recent weeks ranged to 350 cars a week but dropped as low as 150 units a week during February. Truck production was discontinued several weeks ago.

Ford plans to begin truck production at its new Loraine, O. assembly plant after this month (March) and passenger car production later on, probably with 1959 model build-up.

### GM Wants to Move Headlamps To Get Front-End Variations

General Motors stylists are experimenting with various headlamp locations in an effort to achieve individuality with front end designs. Stylists want to get away from the uniformity caused by placing adjacent lamps in each of the front fenders as in most 1958 car models and all current GM models.

Although the changes are being readied for 1959, they might be held up until 1960. GM will have an entire new body system for 1959 and may want to hold back the headlamp changes for a "facelift" the following year.

In all the experimental designs, only the No. 1 or so-called driving beams are being shuffled. The passing beams remain in the fenders to conform with state laws which call for "at least two headlamps, with at least one on each side of the front."

In one of GM's experimental designs, the two driving beams are placed horizontally adjacent in a rise in the center of the grille. In another the driving beams are in the same center location, but placed vertically adjacent.

These two designs recall the 1915 Briscoe "Cyclops" and the ill-fated Tucker, which had a single lamp in the grille center plus fender-mounted lights.

Another GM design places all lamps in the fenders in a "V" similar to current Lincoln and Continental location.

A fourth alternative calls for spacing the driving and passing beams almost evenly in a single horizontal plane.

All the new designs would be permissible, technically speaking, if they fulfilled the same photometric specifications, which call for 75,000 candlepower on high beam in a prescribed illumination pattern.

Legally speaking, they must fall within the 24-54 in. minimum-maximum mounting heights.

Chrysler Corp., although it is planning front-end sheet metal changes for 1959, will not alter its headlamp pattern until 1960. Possible changes that year include concealed headlamps, either behind flippers or set back into the grille.

### House Committee to Consider Car Safety Device Proposal

Congressional pressure is aimed at automobile manufacturers, to force them to install certain safety devices in their cars.

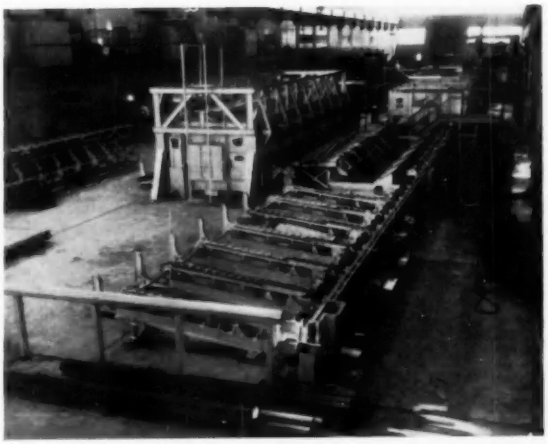
A new bill, offered in the House, would require the builders to place protective gear on cars shipped in interstate commerce. Rep. Kenneth A. Roberts, D., Ala., introduces the measure. His traffic safety subcommittee, he says, will consider the proposal soon.

Padding for the interior of the car is especially needed, Mr. Roberts maintains. His view is that a "major percentage" of auto accident injuries studied could have been prevented by "proper packaging of the passenger."

In addition, he calls for better construction of seats, cushions, knobs, and steering wheels. Overhead structure should be stronger to prevent crushing of the passenger compart-

**HEAT TREATING LINE**

*Overall view of new heat-treating and normalizing line at Jones & Laughlin Steel Corp.'s Stainless Steel Div. plant. Heat-treating furnace is at top right; quenching bath near center; and normalizing furnace on left. Compact line allows production of stainless steel bars in a wide range of hardnesses.*





**ALUMINUM USE**

*This photograph illustrates the extent of the automobile industry's swing to more aluminum parts. Shown here are some of the 74 parts of a 1958 Buick model, which uses a total of 116½ lb of the metal. America's average car, according to an Aluminum Co. of America annual survey, uses 52.4 lb of aluminum this year, a gain of 29 per cent over 1957.*

ment in cases where the car turns over, he says.

Mr. Roberts has some favorable comments concerning protective devices now in use in autos. He congratulates the industry for building better door locks, so as to prevent ejection of passengers at the time of a crash.

On the other hand, he charges that some industry executives have opposed installing safety features, because of the costs. He intends for the manufacturers to build cars conforming to safety standards devised by the National Bureau of Standards. The Bureau would have a year in which to publish the rules.

### Low Operating Cost Claimed For German Diesel Taxicabs

Low operating cost that will save $1,000 a year in fuel bills is claimed for a German-built Mercedes-Benz Diesel taxicab now running the streets of South Bend, Ind.

The Mercedes-Benz taxicab was sold by the Studebaker-Packard Corporation to the Indiana Cab Company, which is now operating it. The vehicle is powered by a four-cylinder, 46-hp engine.

The engine has a high compression ratio of 19 to 1 so that fuel is heated sufficiently to ignite without external spark. A set of glow sparks is used in starting the engine. The cab company expects to regain the cab's extra $1,000 of original cost the first year of operation.

## AI TABLOID

**Aluminum Co. of America will spend more than $500,000 for new facilities at its Cressona, Pa., works, including a vertical impact extrusion press and equipment to produce sheathing for conductor and co-axial cables.**

* * *

**Dow Chemical Co. has developed a new process for recovering gallium, an element that occurs widely but in minute amounts and is remarkable for its low melting point—29.7 C. The metal has possible uses in the electronics field and as an amalgamating agent in place of mercury, the company says.**

* * *

**Allison Div. of General Motors has formed a ten-man scientific advisory committee to assist it in research and development of advanced aeronautical propulsion systems.**

* * *

**Heppenstall Co. and Wilhelm Scheidt, of Kettwig, West Germany, have signed a licensing agreement under which the German firm will manufacture and distribute Heppenstall materials handling equipment in West Germany. In turn, Heppenstall will distribute Scheidt products in the U. S. and Canada.**

* * *

**A survey conducted by the Institute of Printed Circuits indicates a leveling off in the growth pattern of this new industry. Sales during the second half of 1957 were up only 6 per cent over the like period in 1956; this compares with an average second half gain of 95 per cent over previous comparable periods for each of the years from 1954 through 1956.**

* * *

**Delco-Remy Div. of General Motors produced its 100 millionth Delco battery last month. Initial production in 1928 called for 300 units a day.**

* * *

**Westinghouse Research Laboratory scientists can convert a piece of ordinary aluminum foil into a film of aluminum oxide less than a millionth of an inch in thickness. The films, only about 25 molecules thick, are used to develop experimental electronic tubes.**

**Quartz fused by a new method now can be forged into guided missile domes and other special shapes, eliminating up to 95 per cent of the usual waste, according to Amersil Quartz Div. of Engelhard Industries, Inc., developers of the new process. The new fusing method is said to produce more homogeneous material with less thermal strain and fewer and smaller bubbles.**

* * *

**Hooker Electrochemical Co. and Foote Mineral Co. have formed a jointly owned company which will specialize in the manufacture of compounds for solid rocket and missile fuels. Plans for the location of the new firm's facilities will be announced later.**

* * *

**Esso Research and Engineering Co. has developed a back seat device which tells how much piston ring wear takes place under actual driving conditions. The new technique, which uses radioactive piston rings and special radiation counting equipment, shows that ring wear is four to five times more severe at engine start-up than on the road.**

* * *

**Cummins Engine Co. has purchased Atlas Crankshaft, Inc. of Fostoria, O.**

* * *

**B. F. Goodrich Industrial Products Co. has developed a rubber expansion joint for highways and airport runways that eliminates rythmic road shock and makes possible smoother aircraft landings. The joint is made of a synthetic rubber specially compounded to absorb highway or runway movement in all kinds of weather.**

* * *

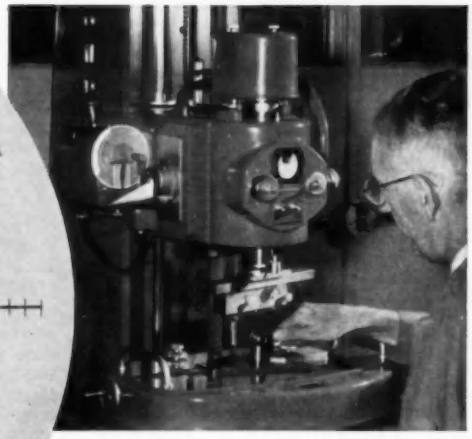
**Lithium Corp. of America, Inc. and Brooks and Perkins, Inc. have agreed to cooperate on research in the development of new alloys containing lithium and other metals.**

* * *

**Du Pont Co. reports that it bought $860 million worth of materials and services last year from more than 30,000 different suppliers, most of them small concerns.**

# ND FACTS



Accuracy measured in millionths of an inch, made visible to the human eye. Steel balls, the heart of New Departure precision ball bearings, held to 5 millionths of an inch or less in sphericity. Graph at left shows sphericity variation of a ball on the order of one millionth of an inch (.000001") measured by Talyrond Machine. Graph radial divisions are .00001".

# PORTRAIT of PRECISION!



The extreme accuracy of New Departure ball bearing component parts is now playing a vital role in successful missiles for the Army, Navy and Air Force. Above —typical bearing parts, less separator —unretouched photograph.

A mechanism is only as accurate and reliable as the bearings supporting its moving parts. For the designer the problem is how to achieve the essential rigidity or *accuracy* of *location*, yet be assured of extreme *freedom* of *rotation*.

A "tip-off" to the solution lies in the chart above—super-precise steel balls, the heart of New Departure precision ball bearings. For, with balls held to 5 millionths of an inch or less out-of-roundness and other bearing parts finished with comparable care, such bearings can be mounted and *preloaded* to provide the hairsplitting exactness of location and *ease of rotation* required of the finest precision instruments.

The AChiever guidance system proved in tests of the Air Force's Thor ballistic missile demands tolerances often measured in millionths of an inch, as is the case with the New Department ball bearings on which the AChiever's precision gyros turn.

1908–1958
GM
FORWARD FROM FIFTY

ND NEW DEPARTURE
DIVISION OF GENERAL MOTORS, BRISTOL, CONN.
NOTHING ROLLS LIKE A BALL

# MEN IN THE NEWS



*Wagner Electric Corp., Automotive Parts Div.—Ray R. Comiskey has been appointed branch manager, manufacturers' accounts.*

Standard Oil Co. (Indiana)—**Frank O. Prior** was elected chairman and chief executive officer, succeeding **Robert E. Wilson;** and **John E. Swearingen** succeeds the former as president.

E. I. du Pont de Nemours & Co., Inc.—**Willard H. Madson** has been named manager of the trade sales paint section; **George Wormald,** manager of the industrial and automotive finishes section; **Harold C. Brill,** manager of the paper, ink, and fibers section, and **Robert H. Zabel,** manager of the plastics and elastomers section.

Hupp Corp., Huppower Div.—**William H. Walter** was made manager of a new market research department.

Renault, Inc.—**Jack C. Kent** has been appointed general sales manager.

Young Spring & Wire Corp.—**Daniel Chieger** is now director of engineering for the automotive divisions.

Transue & Williams Steel Forging Corp.—**Louis D. Linta** has been appointed manager of quality control of the Forging Div.

Alan Wood Steel Co.—**W. Burt Carter** has been appointed general manager of the Penco Metal Products Div.

Joseph T. Ryerson & Son, Inc.—**Robert D. Allison** was made general superintendent of the Pittsburgh steel service plant.

Cincinnati Milling Machine Co.—**Robert C. Davis** was named sales manager.



*Cadillac Motor Car Div., General Motors Corp.—Clifford D. Merriott was named director of public relations.*





*Clark Equipment Co., Transmission Div.—E. E. Eaton was named director of engineering, and William F. Leonard has become chief engineer of the automotive section.*

Reynolds Metals Co.—**David P. Reynolds** was elected an executive vice-president.

Gear Grinding Machine Co.—**Edgar D. Leon** has resigned as president and **William F. Wilson** has assumed Leon's executive duties.

Dana Corp.—**Frank B. Graper** has been named manager of industrial account sales for the Standard Equipment Div.

Warner Electric Brake & Clutch Co.—**A. John Ward** was named manager of the Automotive Products Div.

United States Rubber Co.—**William F. Wrightnour** has become director of management development.

Sun Oil Co.—**William M. Schmitt** has been appointed general manager of advertising; **William B. Daub,** advertising manager for industrial products; and **Palmer McKay,** advertising manager for motor products.

Plymouth Div., Chrysler Corp.—**Joseph D. Thomas** has been appointed assistant divisional comptroller.

Allis-Chalmer Mfg. Co.—**W. J. Klein** is now director of sales promotion, Tractor Group.

Olin Mathieson Chemical Corp.—**Edward B. Reynolds** has become New York regional sales manager for Olin Aluminum.

Sanborn Co.—**Joseph W. Shaughnessy** was named advertising manager.

Jones & Laughlin Steel Corp.—**Stephen W. Terry** retired as assistant district sales manager in the Chicago office.



*Ex-Cell-O Corp.—James Jarvie has been named general sales manager of the Industrial Sales Organization in Canada.*

Hyster Co.—**Robert K. Waldren** has been named Midwest major account representative.

Ford Motor Co. of Canada, Ltd.—**Paul R. Gillis** has been named general manager of the overseas division.

Chrysler Corp.—**Vance T. Wray** has been appointed manager of the McGraw Stamping plant.

M-E-L Div., Ford Motor Co.—**Norman K. VanDerzee** has been appointed Edsel general sales manager to succeed **J. C. Doyle.**



*Jervis B. Webb Co., Spanmaster Crane Div.—Clarence Dykstra was appointed sales manager.*

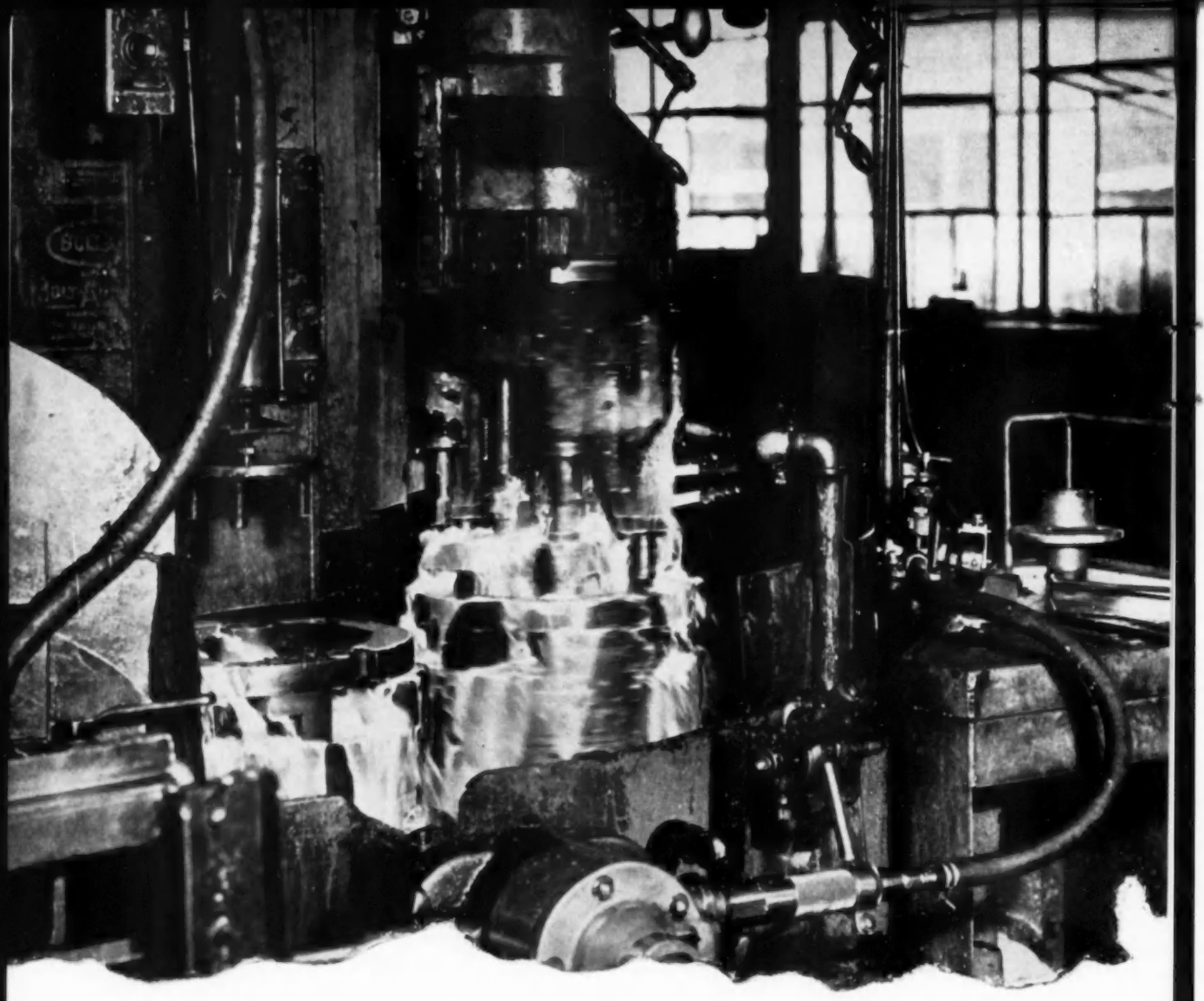
Electric Auto-Lite Co.—**John J. Bohmrich** was appointed electrical products group executive.

Westinghouse Electric Corp.—**C. H. Bartlett** has been appointed executive assistant to the vice-president and general manager of the apparatus products group.

Superior Coach Corp.—**Charles D. Blauvelt** has been appointed vice-president in charge of the foreign division.

Package Machinery Co.—**Iver G. Freeman** was named vice-president in charge of research and development program for the Reed-Prentice Div.; **J. Joseph Kelly,** vice-president in charge of the division's sales; and **Edward W. Forth,** vice-president in charge of machine tool activities.

Continued on Page 81



# Don't let RUST eat away your profits

Rust in a valuable machine tool or on finished parts can sometimes cost you thousands of dollars—and it's often difficult to prevent. But it *can* be prevented. Proved in the field and constantly improved for more than 30 years, Texaco Soluble Oils have shown that they give full protection against rust.

In addition, Texaco Soluble Oils have excellent cooling and other properties—assuring longer tool life. They keep machines cleaner, emulsify readily with water, remain stable, and assure freedom from odor problems.

These are some of the reasons for machining with Texaco. And there are many others. Your local Texaco lubrication representative will be glad to give you the complete details and help you select the proper coolant from a full line of Texaco Cutting, Grinding and Soluble Oils. Just call the nearest of the more than 2,000 Texaco Distributing Plants in the 48 States, or write:

The Texas Company, 135 East 42nd Street, New York 17, N. Y.




LUBRICATION IS A MAJOR FACTOR IN COST CONTROL

(PARTS, INVENTORY, PRODUCTION, DOWNTIME, MAINTENANCE)

# MEN IN THE NEWS



*Dodge Div., Chrysler Corp. — John B. Naughton was made assistant vice-president —sales.*

Continued from Page 79

Bendix Aviation Corp., Products Div.—**D. M. Heller** and **R. E. Whiffen** have been appointed assistant general managers, and **W. P. Bollinger** has been named director of engineering.

Borg-Warner Corp., Atkins Saw Div.—**Frank G. Fisher** has been appointed president and general manager.

Ward LaFrance Truck Corp.—**George N. Malcolm** has been appointed general manager, succeeding **F. Norman Tracy**, who resigned.

Nylok Corp.—**Tim J. Buckley** has been named vice-president and general sales manager; **J. E. Johnson**, vice-president of production; and **Carl E. Borner**, vice-president of engineering.

George L. Nankervis Co.—**Frederick E. Burnham** was named executive vice-president; **Harold M. Cherry**, vice-president in charge of the metal finishing division; and **Vernon G. Converse III**, vice-president in charge of manufacturing.

AP Parts Co.—**Paul Putman** was elected president.

Republic Gear Co.—**Steven S. Gordon** has been appointed vice-president and general manager.

Heald Machine Co.—**Carl M. Beach** was appointed general manager.



*Du Pont Co., Finishes Div. — Haywood E. Johnson was appointed national automotive sales manager, succeeding Richard C. Williams, retired.*





*Mallory-Sharon Metals Corp.—James A. Roemer was elected chairman of the board, and Frank H. Vandenburgh was made president and chief executive officer.*

AC Spark Plug Div., General Motors Corp. — **J. Patrick Kane** was named director of specialized marketing; **George R. Work**, Detroit regional manager, and **Willis J. Oldfield**, director of advertising and promotion.

Sundstrand Machine Tool Co., Aviation Div.—**Edward A. Gray** was made Southwest district manager.

Hercules Motors Corp.—**Arthur D. Marks** has become director of sales.



*Perfect Circle Corp. —Melvin Estey was named executive engineer.*

General Tire & Rubber Co.—**Ralph E. Harrington** is now merchandising manager, and **John G. Ragsdale** has become director of advertising and sales promotion operations.

Abrasive Dressing Tool Co.—**M. Szczepanski** was appointed director of the firm's research and development laboratory.

Firestone Steel Products Co. — **Mario DiFederico** has been appointed vice-president in charge of sales, and **Robert J. Loeven** succeeds him as Akron factory manager.

A. O. Smith Corp.—**A. A. Smith** has been named director of merchandising, and **N. A. Prusinski** succeeds him as market research director.

Dodge Div., Chrysler Corp.—**Edwin A. McAdams** has been made sales manager—trucks.



*National Lead Co., Doehler-Jarvis Div. — Frederick W. Burgie was named general sales manager.*

Raytheon Mfg. Co.—**David R. Hull** has been named vice-president for defense programs.

Temco Aircraft Corp.—**Luther Stevens Smith** has been named director of public relations; **Sydney H. Carter**, director of sales advertising and sales promotional material, and **A. R. Teasdale**, director of advanced technology.

Koehler Aircraft Products Co.—**Robert J. Hostetter** has been appointed sales manager.

Stanley Aviation Co.—**James H. Klein** was appointed chief research engineer.

Minneapolis-Moline Co.—**George D. Dodson** has been named parts manager.

Carpenter Steel Co., Webb Wire Div.—**John H. Corson** has been appointed manager.

### Necrology

**William Strickland**, 86, a former General Motors vice-president, who was credited with the development of the 16-cylinder Cadillac engines, died Feb. 23, at Melbourne, Fla.

**George F. Pettinos**, 95, president of George F. Pettinos, Inc., foundry suppliers, died Feb. 22, at Merion, Pa.

**L. W. Moseley**, retired personnel manager of Electric Storage Battery Co., died Feb. 12, at Palm Beach Shores, Fla.

**Abraham Moscowitz**, 62, chief chemist for L. Sonneborn Sons, Inc., Belleville, N. J., plant, died Feb. 11.

# FELLOWS GEAR

## CUTTING



## GEAR SHAPERS

| SPUR AND HELICAL | EXTERNAL & INTERNAL | MAX. PITCH DIAMETER | MAX. DIAMETRAL PITCH | MAX. FACE WIDTH | MAX. STROKES PER MIN. |
|---|---|---|---|---|---|
| **3" FINE-PITCH** | | | | | |
| both | yes | 3 inches ext.<br>2 inches int. | 40 steel,<br>30 brass | 3/4" | 2000 |
| **No. 4GS** | | | | | |
| both | yes | 6 inches | 5/7 spur,<br>6 hel. | 2" | 635 |
| **7-TYPE*** | | | | | |
| both | yes | 7" spur,<br>6 1/2" hel. | 6 spur,<br>6/8 hel. | 1 1/2" ext.,<br>1" int. | 450 |
| **7A-TYPE** | | | | | |
| both | yes | 7" spur,<br>7" hel. | 5/7 spur,<br>6 hel. | 2" ext.,<br>1½" int. | 450 |
| **No. 10 ROTARY** | | | | | |
| both | yes | 12 inches | 3/4 spur,<br>5/7 hel. | 3" ext.,<br>3" int. | 500 |
| **6A-TYPE** | | | | | |
| both | yes | 18 inches | 3/4 spur,<br>5/7 hel. | 5" ext.,<br>3" int. | 300 |
| **No. 12GS** | | | | | |
| both | yes | 12 inches | 3/4 spur,<br>5/7 hel. | 4" ext.,<br>4" int. | 550 |
| **36-TYPE** | | | | | |
| both | yes | 36 inches | 3 spur,<br>4/5 hel. | 6" ext.,<br>6" int. | 300 |
| **120-INCH** | | | | | |
| both | yes | 120 inches | 2 spur,<br>4 hel. | 8" ext.,<br>8" int. | 148 |

*Max. P.D. internal—5 1/2"

## GEAR HOBBER

**NO. 12 GH2 HELIGUIDE**

Spur and Helical, Max. O.D. 12". Max. face width, spur, 6"; helical, depends on helix angle and diameter. Max. diametral pitch 4. Hob speeds 123 to 430 R.P.M.

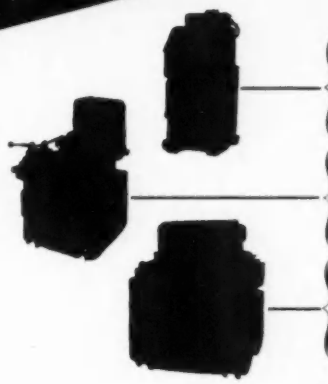
Fellows also builds special-purpose machines for production of gears and other related items. Descriptive literature, technical data and price information is available on all types of equipment shown. Contact the nearest Fellows office.

THE PRECISION LINE *Fellows*

# PRODUCTION EQUIPMENT

## FINISHING

### SHAVING MACHINES



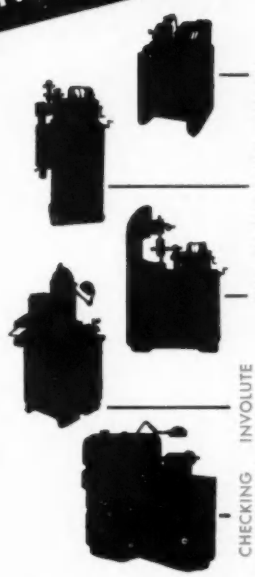
| SPUR AND HELICAL | EXTERNAL & INTERNAL | MAX. PITCH DIAMETER | MAX. DIAMETRAL PITCH | MAX. FACE WIDTH | MAX. SPREAD OF CENTERS |
|---|---|---|---|---|---|
| | | **No. 4 FINE-PITCH** | | | |
| both | ext. only | 4 inches | 20 | 1 inch | 12 inches |
| | | **No. 8 "FULL-TOOL"** | | | |
| both | yes | 8 inches | 4 | 2 1/2 inches | ** |
| | | **No. 11 INTERNAL** | | | |
| both | int. only | *** | 6 | 1 1/2" up to 10P; 1", 12 to 16P | *** |

Also 12", 18" and 24" machines for externals only.

**Depends upon work-holding fixture

***Depends upon design of gear

## INSPECTION



| | SPUR AND HELICAL | EXTERNAL & INTERNAL | MAX. PITCH DIAMETER |
|---|---|---|---|
| FOR COMPOSITE CHECK | **No. 4 FINE-PITCH RED LINER** | | |
| | both | yes | 4 inches |
| | **No. 8M RED LINER** | | |
| | both | yes | *** |
| | **No. 20M RED LINER** | | |
| | both | yes | 18 inches |
| INVOLUTE PROFILE CHECK | **No. 12M INVOLUTE MEASURING** | | |
| | both | yes | 12 inches |
| CHECKING LEAD CROWN & TAPER | **No. 12H LEAD MEASURING** | | |
| | both | yes | 12 inches |

*Nos. 24M Involute and 24H Lead Measuring Instruments with capacity of 24 inches*

***Depends upon design of gear

## Fellows Injection Molding Machines

In each of three capacity ranges, Fellows plastic molding machines are your key to extra profit through high-speed, reject-free, fully automatic operation.



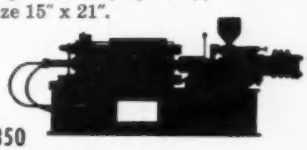
**MODEL 3—125**

3 oz. capacity, 45 pounds per hour, 600—840 cycles per hour (dry run), maximum mold size 12" x 17".



**MODEL 6—200**

6—9 oz. capacity, 75 pounds per hour, 490—650 cycles per hour (dry run), maximum mold size 15" x 21".



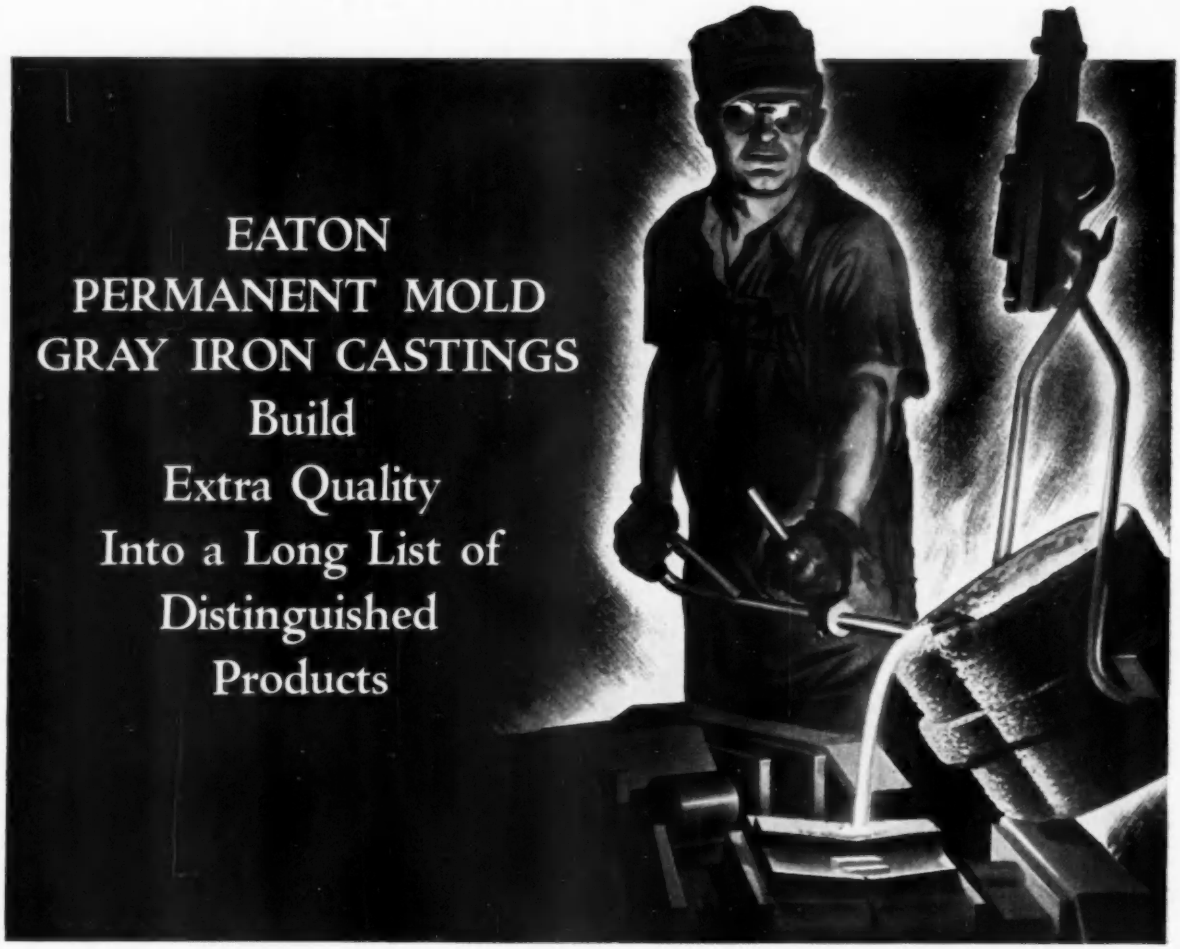
**MODEL 12—350**

12—20 oz. capacity, 150 pounds per hour, 700 cycles per hour (dry run), maximum mold size 20" x 31½".

*Gear Production Equipment*

THE FELLOWS GEAR SHAPER COMPANY,
78 River Street, Springfield, Vermont.
Branch Offices: 1048 No. Woodward Ave., Royal Oak, Mich.
150 West Pleasant Ave., Maywood, N. J.
5835 West North Avenue, Chicago 39
6214 West Manchester Ave., Los Angeles 45

# EATON PERMANENT MOLD GRAY IRON CASTINGS Build Extra Quality Into a Long List of Distinguished Products



Leading manufacturers in practically every major industry have found that the superior structure of Eaton Permanent Mold Gray Iron Castings contribute many worthwhile benefits, not only in the ultimate quality of the finished product, but in manufacturing economies. This is especially true in such fields as motor cars and trucks, refrigeration, air conditioning, domestic appliances, and hydraulic equipment—wherever a dense, non-porous, leakproof structure is a critical requirement. Eaton's advanced production methods, combined with the latest in foundry facilities, assure uniformly high quality and the capacity to deliver on schedule.

Engineers of the Eaton Foundry Division have assisted many of our customers in casting design and process development. Whatever your requirements, our engineers will be pleased to work with you. Why not discuss the advantages of Eaton Permanent Mold Gray Iron Castings applied to your product? Just write or phone—there's no obligation.

*Check these Important Advantages:*

- ★ **Dense, non-porous, homogeneous structure**
- ★ **Freedom from inclusions**
- ★ **Excellent tensile strength**
- ★ **Ability to take a high surface finish**
- ★ **Freedom from leakage under pressure**
- ★ **Intricately cored sections**
- ★ **Uniformity of castings**
- ★ **Higher machining feeds and speeds**
- ★ **Substantially increased tool life**

*Send for Illustrated Descriptive Literature*

**EATON** MANUFACTURING COMPANY — FOUNDRY DIVISION — VASSAR, MICHIGAN






Holding fixtures are designed for quick, convenient loading, with automatic clamping and unclamping.

# LOWER COST . . . PER PIECE WITH SURFACE BROACHING OF SMALL PARTS







In many plants where large quantities of duplicate metal parts are being machined, substantial savings are being made through the adoption of surface broaching. Production is exceptionally high, close tolerances are maintained, and tool maintenance costs are much lower than with ordinary methods. Foote-Burt engineers, pioneers in this advanced machining method, have had a wide experience in applying surface broaching, in many fields.

**THE FOOTE-BURT COMPANY**
**Cleveland 8, Ohio**

Detroit Office: 24632 Northwestern Highway, Detroit 35, Mich.

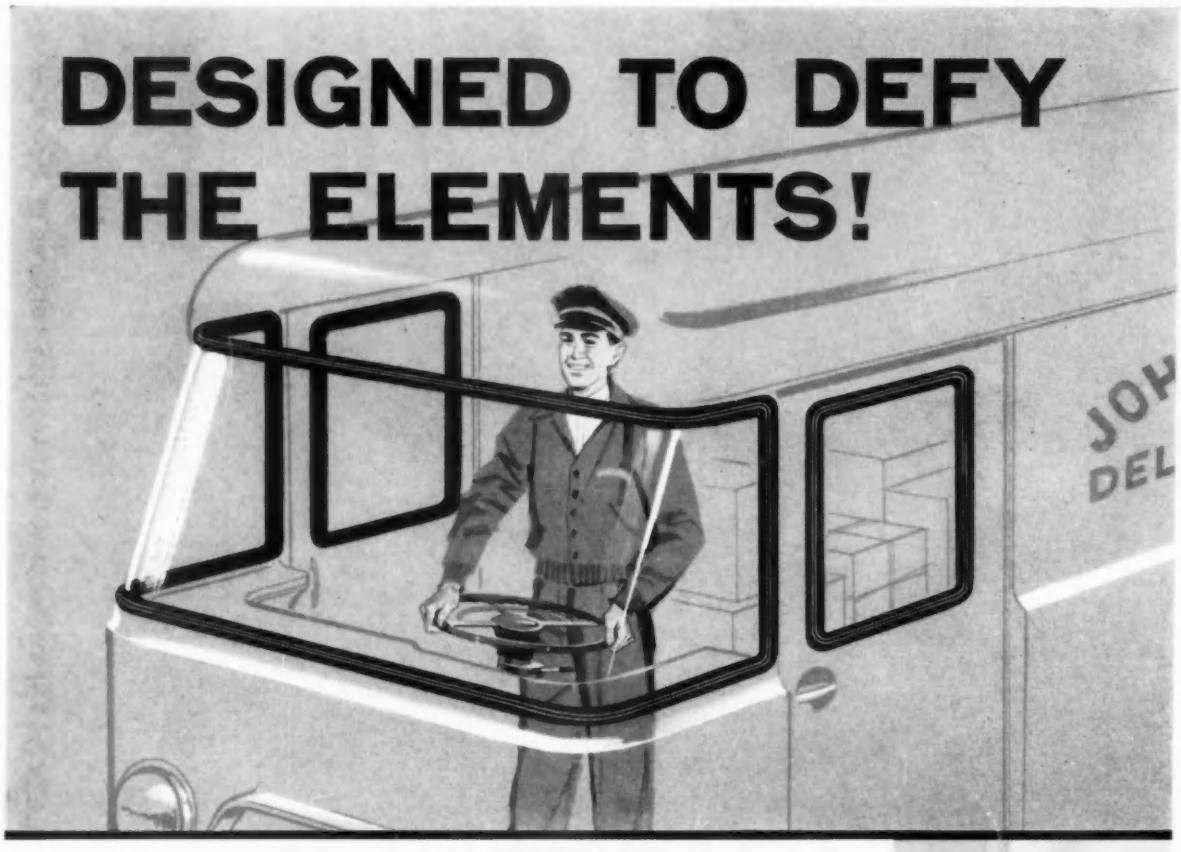
**ENGINEERED FOR PRODUCTION**

*Write for Circular No. 503*

# FOOTBURT

**PIONEERS IN SURFACE BROACHING**

# DESIGNED TO DEFY THE ELEMENTS!



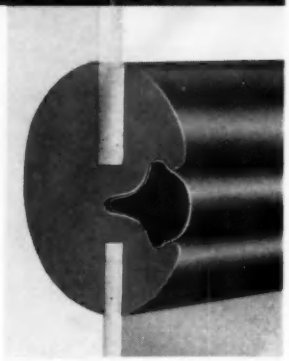
# INLAND

## *Self-Sealing Weather Strip*

No glass or plastic—flat or curved—will ever leak under any conditions *in any weather* when sealed with Inland Self-Sealing Weather Strip. What's more, Inland Self-Sealing Weather Strip is built to withstand shocks and vibrations even during extremes of weather with no effect on its weather-proof qualities.

**Costs Less to Install . . . Less to Replace**

One man can install or replace Inland Self-Sealing Weather Strip with a minimum of time, effort, and materials, and no special mounting surface, channels, moldings, cements or binders. Available in many standard shapes and sizes, or, can be made to your specifications for any installation or service requirement. Constant use under all weather extremes proves Inland Strip best for manufacturer, user, and service. Be sure! Simply design or specify Inland Self-Sealing Weather Strip. For more information, write, wire or phone.



**IT'S PERMANENTLY LEAKPROOF IN 3 EASY STEPS**

1. Body panel is fitted into strip.
2. Glass is fitted into the strip.
3. Over-Sized filler strip zips into locking channel, expanding and compressing entire strip into one permanent, leakproof seal.

**INLAND MANUFACTURING DIVISION**
General Motors Corporation • Dayton, Ohio

**INLAND SELF-SEALING WEATHER STRIP IN *ACTION***



Transportation Industry



Railway Equipment



Marine Applications



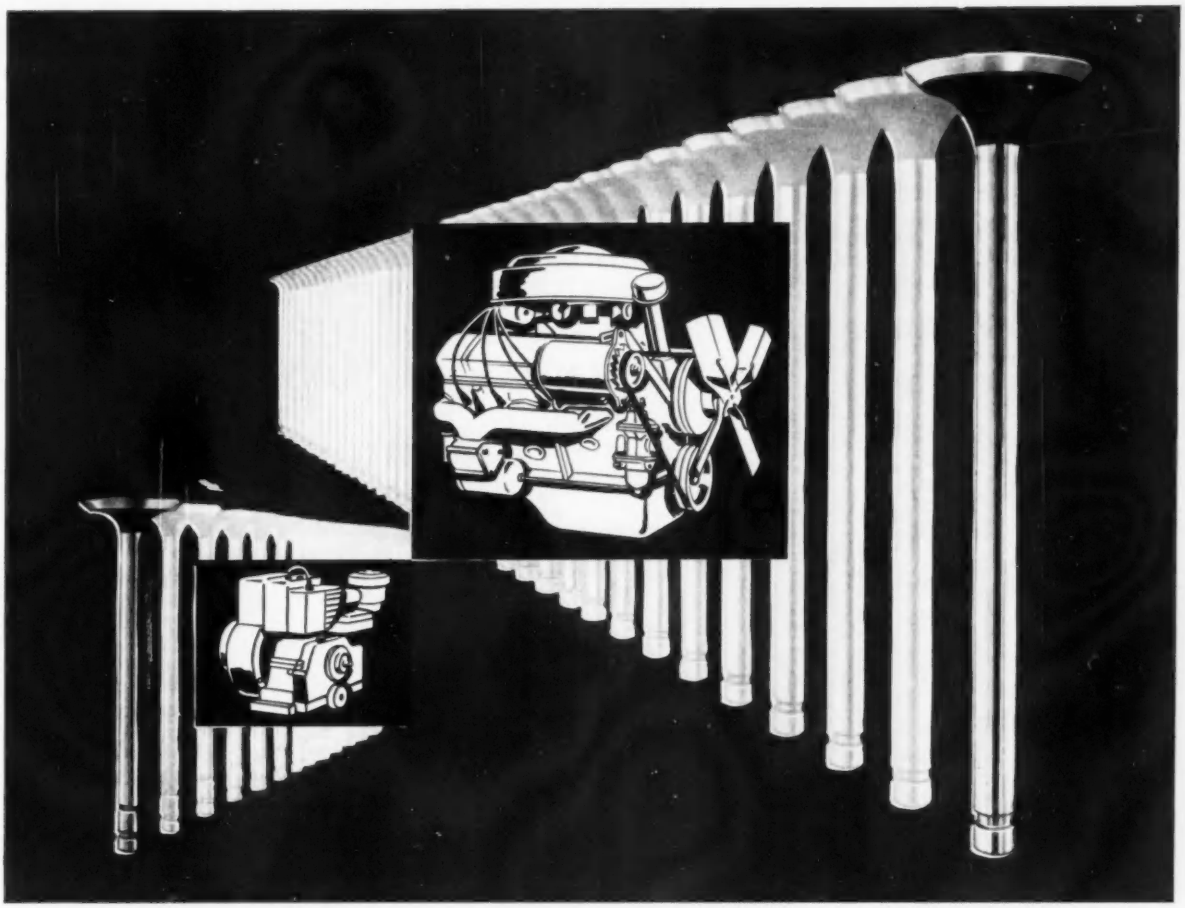
Automotive Installations



Over-the-road Equipment



Commercial Structures



## any size engine...any size order...every customer gets red-carpet service at the Valve Division

Some customers of the Valve Division have small requirements . . . as few as 200 engine valves a month. Others are giants . . . with monthly requirements as high as 2,000,000 valves.

Some Thompson valve customers build small engines . . . as small as 1 HP for power mowers. Others build engines up to 2500 HP for industrial applications.

Yet all these customers of the Valve Division have one thing in common . . . the red-carpet service we strive to give each customer on engineering services, prototype parts, and the delivery of quality production valves.

**Valve Division** *Thompson Products, Inc.*

1455 EAST 185th STREET • CLEVELAND 10, OHIO

# R B&W FASTENER BRIEFS

RUSSELL, BURDSALL & WARD BOLT AND NUT COMPANY



## *Technical-ities*

By John S. Davey

### How to select tapping screws

**1.** Use *thread forming* screw Type A, B or C when material is ductile enough to stand deforming action of screw. If not, use *thread cutting* type.

**2.** Type A is used with pierced hole for starting; and where an exposed point doesn't matter. All other cases use B, C, or other blunt screws in drilled holes.




**3.** When load is no factor, metal gauge determines diameter of screw. Pick a thread pitch which gives at least a full thread engagement.

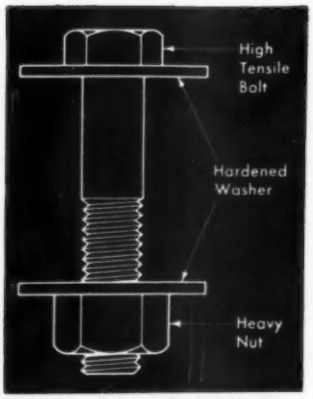
**FOR EXAMPLE: Metal .062" thick suggests use of #7 Type A or #10 Type B (both have 16 threads/inch).**

$$\text{PITCH} = \frac{1.00}{16} = .0625"$$

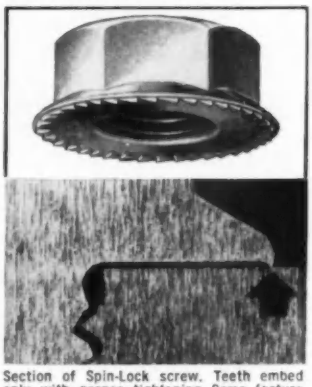
**4.** When you do have loads to sustain, you must consider required holding power. If metal thickness doesn't allow ample thread engagement (so that threads strip), use more smaller diameter screws. They engage more threads. Limiting factors: the screw's torsional strength, and the effort to drive it.

**5.** If, due to material thickness, screws fail by torsion or drive too hard, select cutting screws (1, F, or 23). For hard ductile materials, the Type 1 is best; for soft, friable materials, the Type 23.

# Two basic ways to keep fasteners tight




RB&W high strength bolts permit optimum tightening without crushing surface when used with hardened washer.



Section of Spin-Lock screw. Teeth embed only with proper tightening. Same feature available in nuts.

Fasteners that stay tight keep joints strong. Resistance to loosening depends largely upon: (1) The inherent "locking" ability, (2) The man with the wrench.

#### HIGH PRELOADING

With rigid type joints, one of the best "locking" fasteners is a standard RB&W high strength bolt or cap screw . . . *torqued up close to its yield strength.* It locks by its own internal residual tension.

High tension not only keeps it permanently tight, but also prevents fatigue, assures optimum load capacity and safety.

#### INTEGRAL LOCKING DEVICE

Suppose the design of fastened members can't take full advantage of such preloading? Then a lock is needed, such as that furnished by RB&W Spin-Lock® screws and nuts. Ratchet-action teeth bite into seat; require 20% extra torque to loosen.

Note that Spin-Lock fasteners seat solidly before locking. The installer can't be deceived. He *has* to tighten properly before feeling resistance.

In both cases above, *positive* tightening assures positive fastening.

Send for Bulletin on Spin-Lock fasteners, or call your local RB&W Fastener Man. Russell, Burdsall & Ward Bolt and Nut Company, Port Chester, New York.

**Plants at: Port Chester, N.Y.; Coraopolis, Pa.; Rock Falls, Ill.; Los Angeles, Calif. Additional sales offices at: Ardmore (Phila.), Pa.; Pittsburgh; Detroit; Chicago; Dallas; San Francisco.**

## Staked acorn nuts lock securely



Staking opposite sides of these RB&W acorn nuts deforms threads for a positive grip. It also puts middle of nut slightly out-of-round, for a spring tension locking effect. They're designed for applications such as outdoor furniture, where anchoring fasteners is more important than solid seating. Available in aluminum, steel, silicon bronze.

These all-metal nuts can also be furnished in regular double chamfered style. Since they lock with their middle threads, they can be turned onto screw from *either* side.

# MOTOR VEHICLE SECTION

**CARS**
**TRUCKS** 1
**BUSES**
**TRAILERS**
**TRACTORS**

•

PRODUCTION

NEW REGISTRATIONS

TOTAL REGISTRATIONS

EXPORTS

SPECIFICATIONS

# AUTOMOTIVE INDUSTRIES

40TH ANNUAL

# STATISTICAL ISSUE 1958



# ... Results of a Superior Beginning

The countless parts and products made from Roebling high-carbon steel spring wire and flat spring steel have one thing in common . . . their superior quality. This, of course, is related to the inherent fineness of the materials.

The variety in which Roebling offers these spring materials is equally impressive. They are available in hard drawn, hard rolled, annealed or soft, tempered or untempered. Types include zigzag and no-sag wires; upholstery and mechanical spring wires; valve spring wire; clock- and motor-type spring steels and flat spring steels of all types and description.

Whatever the type, size or characteristics you require—Roebling can fit your needs exactly. You'll find that Roebling quality means maximum production from your machines and consistent uniformity in your product.

For spring wire and flat spring steel information, contact Wire and Cold Rolled Steel Products Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

**ROEBLING**

*Branch Offices in Principal Cities—Subsidiary of The Colorado Fuel and Iron Corporation*

*Roebling... Your Product is Better for it*

## PASSENGER CARS • TRUCKS • BUSES • TRACTORS • TRAILERS

# Factory Sales and Their Wholesale Value, U. S. Plants

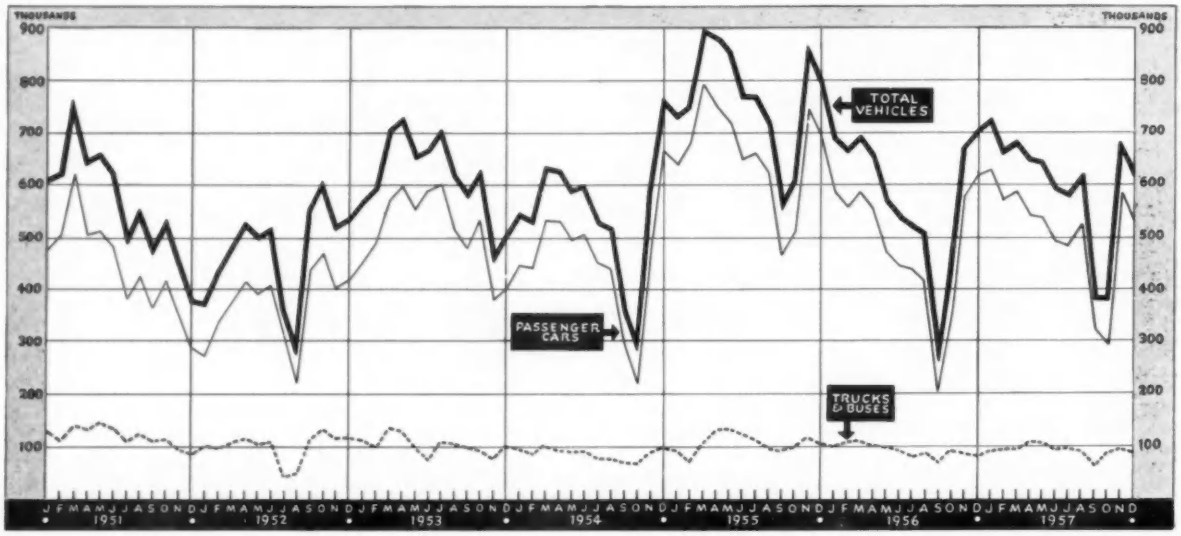
*As reported by the Automobile Manufacturers Association*

| Year | PASSENGER CARS | | | TRUCKS AND BUSES | | | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| | Number of Units | Wholesale Value† | Average Wholesale Price | Number of Units | Wholesale Value† | Average Wholesale Price | Number of Units | Wholesale Value† |
| 1900 | 4,192 | $ 4,899,443 | $1,169 | ..... | ..... | .... | 4,192 | $ 4,899,443 |
| 1901 | 7,000 | 8,183,000 | 1,169 | ..... | ..... | .... | 7,000 | 8,183,000 |
| 1902 | 9,000 | 10,395,000 | 1,155 | ..... | ..... | .... | 9,000 | 10,395,000 |
| 1903 | 11,235 | 13,000,000 | 1,157 | ..... | ..... | .... | 11,235 | 13,000,000 |
| 1904 | 22,130 | 23,357,692 | 1,055 | 700 | $ 1,272,747 | $1,818 | 22,830 | 24,630,439 |
| 1905 | 24,250 | 38,670,000 | 1,594 | 750 | 1,330,000 | 1,773 | 25,000 | 40,000,000 |
| 1906 | 33,200 | 61,460,000 | 1,851 | 800 | 1,440,000 | 1,800 | 34,000 | 62,900,000 |
| 1907 | 43,000 | 91,620,000 | 2,131 | 1,000 | 1,780,000 | 1,780 | 44,000 | 93,400,000 |
| 1908 | 63,500 | 135,250,000 | 2,129 | 1,500 | 2,550,000 | 1,700 | 65,000 | 137,800,000 |
| 1909 | 123,990 | 159,765,721 | 1,288 | 3,297 | 5,333,683 | 1,618 | 127,287 | 165,099,404 |
| 1910 | 181,000 | 215,340,000 | 1,189 | 6,000 | 9,660,000 | 1,610 | 187,000 | 225,000,000 |
| 1911 | 199,319 | 225,000,000 | 1,128 | 10,681 | 21,000,000 | 1,966 | 210,000 | 246,000,000 |
| 1912 | 356,000 | 335,000,000 | 941 | 22,000 | 43,000,000 | 1,954 | 378,000 | 378,000,000 |
| 1913 | 461,500 | 399,902,000 | 866 | 23,500 | 44,000,000 | 1,872 | 485,000 | 443,902,000 |
| 1914 | 548,139 | 420,838,378 | 768 | 24,900 | 44,219,096 | 1,776 | 573,039 | 465,057,474 |
| 1915 | 895,930 | 575,978,000 | 643 | 74,000 | 125,800,000 | 1,700 | 969,930 | 701,778,000 |
| 1916 | 1,525,578 | 921,378,000 | 604 | 92,130 | 161,000,000 | 1,747 | 1,617,708 | 1,082,378,000 |
| 1917 | 1,745,792 | 1,053,505,781 | 603 | 128,157 | 220,982,668 | 1,724 | 1,873,949 | 1,274,488,449 |
| 1918 | 943,436 | 801,937,925 | 850 | 227,250 | 434,168,992 | 1,910 | 1,170,686 | 1,236,106,917 |
| 1919 | 1,651,625 | 1,365,395,415 | 827 | 224,731 | 371,422,820 | 1,653 | 1,876,356 | 1,736,818,235 |
| 1920 | 1,905,560 | 1,809,170,963 | 949 | 321,789 | 423,249,410 | 1,315 | 2,227,349 | 2,232,420,373 |
| 1921 | 1,468,067 | 1,038,191,037 | 707 | 148,052 | 166,070,810 | 1,122 | 1,616,119 | 1,204,261,847 |
| 1922 | 2,274,185 | 1,494,513,991 | 657 | 269,991 | 226,049,658 | 837 | 2,544,176 | 1,720,563,649 |
| 1923 | 3,624,717 | 2,196,272,116 | 606 | 409,295 | 308,537,929 | 754 | 4,034,012 | 2,504,810,045 |
| 1924 | 3,185,881 | 1,970,096,559 | 618 | 416,659 | 318,580,580 | 765 | 3,602,540 | 2,288,677,139 |
| 1925 | 3,735,171 | 2,458,370,026 | 658 | 530,659 | 458,400,277 | 864 | 4,265,830 | 2,916,770,303 |
| 1926 | 3,783,987 | 2,640,064,519 | 698 | 516,947 | 452,123,435 | 875 | 4,300,934 | 3,092,187,954 |
| 1927 | 2,936,533 | 2,164,670,891 | 737 | 464,793 | 420,130,624 | 904 | 3,401,326 | 2,584,801,515 |
| 1928 | 3,775,417 | 2,572,599,143 | 681 | 583,342 | 460,108,903 | 789 | 4,358,759 | 3,032,708,046 |
| 1929 | 4,455,178 | 2,790,614,309 | 626 | 881,909 | 622,533,897 | 706 | 5,337,087 | 3,413,148,206 |
| 1930 | 2,787,456 | 1,644,083,152 | 590 | 575,364 | 390,752,061 | 679 | 3,362,820 | 2,034,835,213 |
| 1931 | 1,948,164 | 1,108,246,698 | 567 | 432,262 | 265,444,618 | 614 | 2,380,426 | 1,373,691,316 |
| 1932 | 1,103,557 | 616,860,347 | 559 | 228,303 | 137,624,157 | 603 | 1,331,860 | 754,484,504 |
| 1933 | 1,560,599 | 773,424,963 | 496 | 329,218 | 175,380,863 | 533 | 1,889,817 | 948,805,826 |
| 1934 | 2,160,865 | 1,140,478,174 | 528 | 576,205 | 326,781,688 | 567 | 2,737,070 | 1,467,259,862 |
| 1935 | 3,273,874 | 1,707,836,325 | 522 | 697,367 | 380,997,330 | 546 | 3,971,241 | 2,088,833,655 |
| 1936 | 3,679,242 | 2,014,747,225 | 548 | 782,220 | 463,719,466 | 593 | 4,461,462 | 2,478,466,691 |
| 1937 | 3,929,203 | 2,240,912,620 | 570 | 891,016 | 537,314,633 | 603 | 4,820,219 | 2,778,227,253 |
| 1938 | 2,019,566 | 1,241,032,295 | 615 | 488,841 | 329,917,646 | 675 | 2,508,407 | 1,570,949,941 |
| 1939 | 2,888,512 | 1,770,231,597 | 613 | 700,277 | 489,786,701 | 699 | 3,588,889 | 2,260,018,298 |
| 1940 | 3,717,385 | 2,370,654,083 | 638 | 754,901 | 567,820,414 | 752 | 4,472,286 | 2,938,474,497 |
| 1941 | 3,779,682 | 2,567,205,996 | 679 | 1,060,820 | 1,069,799,855 | 1,008 | 4,840,502 | 3,637,005,851 |
| 1942 | 222,862 | 163,813,559 | 736 | 818,662 | 1,427,456,801 | 1,744 | 1,041,524 | 1,591,270,360 |
| 1943 | 139 | 101,799 | .... | 699,689 | 1,451,794,475 | 2,076 | 699,828 | 1,451,896,274 |
| 1944 | 610 | 446,704 | .... | 737,524 | 1,700,928,939 | 2,306 | 738,134 | 1,701,375,643 |
| 1945 | 69,532 | 57,254,655 | 823 | 655,683 | 1,181,955,532 | 1,803 | 726,215 | 1,239,210,187 |
| 1946 | 2,148,699 | 1,979,781,084 | 921 | 940,866 | 1,043,247,276 | 1,109 | 3,089,565 | 3,023,028,360 |
| 1947 | 3,558,178 | 3,936,017,000 | 1,106 | 1,239,443 | 1,731,713,000 | 1,397 | 4,797,621 | 5,667,730,000 |
| 1948 | 3,909,270 | 4,870,423,000 | 1,246 | 1,376,274 | 1,880,475,000 | 1,366 | 5,285,544 | 6,750,898,000 |
| 1949 | 5,119,466 | 6,650,857,000 | 1,299 | 1,134,185 | 1,394,035,000 | 1,229 | 6,253,651 | 8,044,892,000 |
| 1950 | 6,665,863 | 8,468,127,000 | 1,270 | 1,327,192 | 1,707,748,000 | 1,277 | 8,003,056 | 10,175,885,000 |
| 1951 | 5,328,435 | 7,241,275,000 | 1,356 | 1,426,828 | 2,323,859,000 | 1,629 | 6,765,263 | 9,565,134,000 |
| 1952 | 4,320,794 | 6,455,114,000 | 1,494 | 1,218,165 | 2,319,789,000 | 1,904 | 5,538,959 | 8,774,903,000 |
| 1953 | 6,116,948 | 9,002,580,000 | 1,472 | 1,206,266 | 2,089,060,000 | 1,732 | 7,323,214 | 11,091,640,000 |
| 1954 | 5,558,897 | 8,218,094,000 | 1,478 | 1,042,174 | 1,660,019,000 | 1,593 | 6,601,071 | 9,878,113,000 |
| 1955 | 7,920,186 | 12,452,871,000 | 1,572 | 1,249,090 | 2,020,973,000 | 1,618 | 9,169,276 | 14,473,844,000 |
| 1956 | 5,816,109 | 9,754,971,000 | 1,677 | 1,104,481 | 2,077,432,000 | 1,881 | 6,920,590 | 11,832,403,000 |
| 1957 | 6,113,344 | 11,198,380,000* | 1,832 | 1,100,839 | 2,081,805,000* | 1,891 | 7,214,183 | 13,280,185,000* |

*—Partly estimated. †—Beginning with year 1937, standard equipment is included in the values reported.

A substantial part of trucks and buses reported comprises chassis only, without bodies; hence the value of bodies for these chassis is not included. Federal excise taxes are excluded in all years. Table above includes sales of military vehicles.

## MONTHLY MOTOR VEHICLE FACTORY SALES FROM U. S. PLANTS




## Motor Vehicle Factory Sales, by Months, by Years

From Plants Located in the United States

*As reported by the Automobile Manufacturers Association*

| Month | PASSENGER CARS | | | TRUCKS AND BUSES | | | TOTAL MOTOR VEHICLES | | |
|---|---|---|---|---|---|---|---|---|---|
| | 1957 | 1956 | 1955 | 1957 | 1956 | 1955 | 1957 | 1956 | 1955 |
| January | 628,045 | 591,032 | 635,513 | 91,386 | 99,221 | 89,866 | 719,431 | 690,253 | 725,379 |
| February | 570,023 | 560,924 | 677,705 | 92,005 | 102,662 | 67,237 | 662,028 | 663,586 | 744,942 |
| March | 585,734 | 583,169 | 791,280 | 92,044 | 106,813 | 103,317 | 677,778 | 689,982 | 894,597 |
| April | 541,733 | 552,881 | 753,434 | 105,681 | 101,452 | 128,406 | 647,414 | 654,333 | 881,840 |
| May | 537,112 | 474,010 | 721,139 | 103,274 | 96,476 | 128,254 | 640,386 | 570,486 | 849,393 |
| June | 496,329 | 445,758 | 647,658 | 94,710 | 92,294 | 119,524 | 591,039 | 538,052 | 767,182 |
| July | 484,718 | 440,980 | 658,736 | 96,357 | 81,038 | 109,885 | 581,075 | 522,018 | 768,621 |
| August | 521,282 | 417,020 | 620,610 | 90,467 | 86,256 | 95,553 | 611,749 | 503,276 | 716,163 |
| September | 318,279 | 203,888 | 467,845 | 63,374 | 71,667 | 92,117 | 381,653 | 275,555 | 559,962 |
| October | 291,064 | 352,140 | 505,177 | 89,112 | 92,982 | 96,079 | 380,176 | 445,122 | 601,256 |
| November | 583,783 | 576,708 | 745,993 | 94,815 | 90,479 | 114,855 | 678,598 | 667,187 | 860,848 |
| December | 555,242 | 617,599 | 596,096 | 87,614 | 83,141 | 104,013 | 642,856 | 700,740 | 799,109 |
| Total | 6,113,344 | 5,816,109 | 7,920,186 | 1,100,839 | 1,104,481 | 1,249,106 | 7,214,183 | 6,920,590 | 9,169,292 |

## 1957 U. S. Truck and Bus Production, by Makes, by Months

*As reported by the Automobile Manufacturers Association*

| Make of Truck | Jan. | Feb. | March | April | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chevrolet | 33,361 | 29,999 | 29,649 | 33,193 | 31,637 | 29,322 | 28,964 | 30,058 | 10,633 | 32,222 | 33,907 | 28,795 | 351,740 |
| G.M.C. | 7,436 | 6,194 | 5,922 | 5,741 | 5,042 | 5,119 | 5,451 | 5,380 | 4,233 | 6,214 | 6,846 | 6,097 | 69,675 |
| Diamond T | 371 | 321 | 356 | 441 | 552 | 471 | 574 | 586 | 509 | 569 | 540 | 555 | 5,845 |
| Divco | 349 | 320 | 336 | 280 | 336 | 174 | 144 | 164 | 228 | 168 | 108 | 264 | 2,871 |
| Dodge and Fargo | 7,805 | 7,390 | 7,374 | 7,331 | 6,347 | 5,285 | 7,208 | 7,052 | 3,185 | 6,207 | 6,437 | 4,995 | 76,616 |
| Ford | 23,333 | 32,168 | 28,608 | 38,369 | 33,299 | 29,331 | 29,346 | 26,752 | 21,817 | 24,748 | 24,761 | 24,591 | 337,123 |
| F.W.D. | 88 | 97 | 111 | 79 | 86 | 134 | 82 | 108 | 92 | 58 | 42 | 96 | 1,073 |
| International | 10,281 | 5,051 | 7,040 | 11,331 | 12,956 | 12,329 | 12,629 | 10,927 | 10,015 | 9,098 | 9,423 | 10,695 | 121,775 |
| Mack | 1,658 | 1,524 | 1,455 | 1,395 | 1,407 | 1,327 | 1,463 | 1,592 | 1,418 | 1,319 | 1,305 | 1,445 | 17,308 |
| Reo | 270 | 283 | 284 | 228 | 460 | 77 | * | * | * | * | * | * | 1,602 |
| Studebaker | 859 | 888 | 1,413 | 792 | 1,362 | 1,111 | 1,613 | 1,219 | 998 | 1,545 | 943 | 899 | 13,642 |
| White | 1,504 | 1,371 | 1,448 | 1,410 | 1,386 | 1,587 | 1,310 | 1,627 | 1,342 | 1,560 | 1,243 | 1,394 | 17,182 |
| Willys | 7,293 | 7,362 | 6,163 | 4,508 | 6,616 | 6,758 | 7,263 | 3,966 | 6,242 | 6,688 | 6,225 | 6,776 | 75,860 |
| Other Trucks | 367 | 404 | 380 | 341 | 399 | 404 | 329 | 319 | 275 | 352 | 290 | 283 | 4,143 |
| Total—Trucks | 94,975 | 93,372 | 90,539 | 105,439 | 101,885 | 93,429 | 96,376 | 89,750 | 60,987 | 90,748 | 92,070 | 86,885 | 1,096,455 |
| Buses | 314 | 270 | 423 | 461 | 459 | 389 | 329 | 294 | 234 | 220 | 245 | 332 | 3,970 |
| Total—Trucks and Buses | 95,289 | 93,642 | 90,962 | 105,900 | 102,344 | 93,818 | 96,705 | 90,044 | 61,221 | 90,968 | 92,315 | 87,217 | 1,100,425 |

*—Included with White after June 6, 1957.

## U. S. Car and Truck Production, 1957-1956

*As reported by the Automobile Manufacturers Association*

| Make of Car | 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total |
|---|---|---|---|---|
| **PASSENGER CAR PRODUCTION** | | | | |
| Hudson | 1,345 | .02 | 7,182 | .12 |
| Nash | 3,561 | .06 | 17,841 | .31 |
| Rambler | 109,178 | 1.78 | 79,162 | 1.36 |
| **Total—Amer. Motors Corp.** | **114,084** | **1.86** | **104,185** | **1.79** |
| Chrysler | 118,718 | 1.94 | 95,360 | 1.64 |
| De Soto | 117,750 | 1.92 | 104,395 | 1.80 |
| Dodge | 293,616 | 4.80 | 205,820 | 3.54 |
| Imperial | 37,945 | .62 | 12,130 | .21 |
| Plymouth | 655,006 | 10.70 | 452,918 | 7.80 |
| **Total—Chrysler Corp.** | **1,223,035** | **19.98** | **870,623** | **14.99** |
| Edsel | 54,607 | .89 | .... | .... |
| Ford | 1,522,408 | 24.88 | 1,373,542 | 23.65 |
| Lincoln | 37,870 | .62 | 48,995 | .84 |
| Mercury | 274,820 | 4.49 | 246,628 | 4.25 |
| **Total—Ford Motor Co.** | **1,889,705** | **30.88** | **1,669,165** | **28.74** |
| Buick | 407,271 | 6.65 | 535,364 | 9.22 |
| Cadillac | 153,236 | 2.50 | 140,873 | 2.43 |
| Chevrolet | 1,522,549 | 24.88 | 1,621,018 | 27.92 |
| Oldsmobile | 390,091 | 6.37 | 432,903 | 7.46 |
| Pontiac | 343,298 | 5.62 | 332,268 | 5.72 |
| **Total—General Motors Corp.** | **2,816,445** | **46.02** | **3,062,426** | **52.75** |
| Packard | 5,495 | .09 | 13,432 | .23 |
| Studebaker | 67,394 | 1.10 | 82,955 | 1.43 |
| **Total—Stude.-Packard Corp.** | **72,889** | **1.19** | **96,387** | **1.66** |
| Checker Cab | 3,871 | .07 | 3,970 | .07 |
| **Total—Passenger Cars** | **6,120,029** | **100.00** | **5,806,756** | **100.00** |
| **TRUCK AND BUS PRODUCTION** | | | | |
| Chevrolet | 351,740 | 32.08 | 353,510 | 31.91 |
| G.M.C. | 69,675 | 6.35 | 91,485 | 8.26 |
| Diamond T | 5,845 | .53 | 5,061 | .46 |
| Divco | 2,871 | .26 | 3,570 | .32 |
| Dodge and Fargo | 76,616 | 6.99 | 91,516 | 8.26 |
| Ford | 337,123 | 30.75 | 297,308 | 26.84 |
| F.W.D. | 1,073 | .10 | 1,645 | .15 |
| International | 121,775 | 11.11 | 137,840 | 12.44 |
| Mack | 17,308 | 1.58 | 18,304 | 1.65 |
| Reo* | 1,602 | .15 | 1,608 | .15 |
| Studebaker | 13,642 | 1.24 | 15,222 | 1.37 |
| White | 17,182 | 1.57 | 19,540 | 1.76 |
| Willys | 75,860 | 6.92 | 64,883 | 5.86 |
| Other Trucks | 4,143 | .37 | 6,304 | .57 |
| **Total—Trucks** | **1,096,455** | **100.00** | **1,107,796** | **100.00** |
| Buses | 3,970 | ... | 4,206 | ... |
| **Total—Motor Vehicles** | **7,220,454** | ... | **6,918,758** | ... |

*—Production after June 5, 1957, included with White.

## Factory Sales to Domestic and Foreign Markets

*As reported by the Automobile Manufacturers Association*

**U. S. PASSENGER CARS**

| Year | Total | Domestic Market | Foreign Market | % Foreign |
|---|---|---|---|---|
| 1946 | 2,148,699 | 2,004,649 | 144,050 | 6.7 |
| 1947 | 3,558,178 | 3,297,331 | 260,847 | 7.3 |
| 1948 | 3,909,270 | 3,676,093 | 233,177 | 6.0 |
| 1949 | 5,119,466 | 4,963,325 | 156,141 | 3.0 |
| 1950 | 6,665,863 | 6,512,938 | 152,925 | 2.3 |
| 1951 | 5,338,435 | 5,091,470 | 246,965 | 4.6 |
| 1952 | 4,320,794 | 4,153,746 | 167,048 | 3.9 |
| 1953 | 6,116,948 | 5,930,686 | 186,262 | 3.0 |
| 1954 | 5,558,897 | 5,352,353 | 206,544 | 3.7 |
| 1955 | 7,920,186 | 7,665,850 | 254,336 | 3.2 |
| 1956 | 5,816,109 | 5,623,401 | 192,708 | 3.3 |
| 1957 | 6,113,344 | 5,952,712 | 160,632 | 2.7 |

**U. S. TRUCKS AND BUSES**

| Year | Total | Domestic Market | Foreign Market | % Foreign |
|---|---|---|---|---|
| 1946 | 940,866 | 753,845 | 187,021 | 19.9 |
| 1947 | 1,239,443 | 987,954 | 251,489 | 20.3 |
| 1948 | 1,376,274 | 1,173,234 | 203,040 | 14.7 |
| 1949 | 1,134,185 | 1,002,551 | 131,634 | 11.6 |
| 1950 | 1,337,193 | 1,186,434 | 150,759 | 11.3 |
| 1951 | 1,426,828 | 1,203,244 | 223,584 | 15.7 |
| 1952 | 1,218,165 | 1,055,627 | 162,538 | 13.3 |
| 1953 | 1,202,266 | 1,067,325 | 138,941 | 11.6 |
| 1954 | 1,042,174 | 847,258 | 194,916 | 18.7 |
| 1955 | 1,249,106 | 1,056,403 | 192,703 | 15.4 |
| 1956 | 1,104,481 | 898,804 | 205,677 | 18.6 |
| 1957 | 1,100,839 | 894,682 | 206,157 | 18.7 |

**TOTAL—U. S. MOTOR VEHICLES**

| Year | Total | Domestic Market | Foreign Market | % Foreign |
|---|---|---|---|---|
| 1946 | 3,089,565 | 2,758,494 | 321,071 | 10.7 |
| 1947 | 4,797,621 | 4,285,285 | 512,336 | 10.7 |
| 1948 | 5,285,544 | 4,849,327 | 436,217 | 8.3 |
| 1949 | 6,253,651 | 5,965,876 | 287,775 | 4.6 |
| 1950 | 8,003,056 | 7,699,372 | 303,684 | 3.8 |
| 1951 | 6,765,263 | 6,294,714 | 470,549 | 6.9 |
| 1952 | 5,538,959 | 5,209,373 | 329,586 | 6.0 |
| 1953 | 7,323,214 | 6,998,011 | 325,203 | 4.4 |
| 1954 | 6,601,071 | 6,199,611 | 401,460 | 6.1 |
| 1955 | 9,169,292 | 8,722,253 | 447,039 | 4.9 |
| 1956 | 6,922,590 | 6,522,205 | 398,385 | 5.8 |
| 1957 | 7,214,183 | 6,847,394 | 366,789 | 5.1 |

## 1957 U. S. Passenger Car Production, by Makes, by Months

*As reported by the Automobile Manufacturers Association*

| Make of Car | Jan. | Feb. | March | April | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hudson | 285 | 172 | 229 | 293 | 197 | 169 | .... | .... | .... | .... | .... | .... | 1,345 |
| Nash | 591 | 516 | 577 | 577 | 722 | 578 | .... | .... | .... | .... | .... | .... | 3,561 |
| Rambler | 5,341 | 7,900 | 9,091 | 9,341 | 9,749 | 9,209 | 7,215 | 901 | 8,939 | 14,529 | 12,966 | 13,997 | 109,178 |
| **Total—American Motors** | **6,217** | **8,588** | **9,897** | **10,211** | **10,668** | **9,956** | **7,215** | **901** | **8,939** | **14,529** | **12,966** | **13,997** | **114,084** |
| Chrysler | 13,878 | 12,983 | 12,609 | 10,389 | 11,342 | 11,241 | 9,674 | 9,056 | 3,447 | 7,944 | 8,773 | 7,382 | 118,718 |
| De Soto | 16,314 | 14,707 | 12,717 | 11,768 | 10,247 | 7,117 | 7,078 | 8,946 | 3,051 | 11,718 | 8,248 | 5,839 | 117,750 |
| Dodge | 28,087 | 26,723 | 29,888 | 28,653 | 30,225 | 27,169 | 23,912 | 25,221 | 6,311 | 27,514 | 22,896 | 17,017 | 293,616 |
| Imperial | 3,473 | 3,895 | 4,818 | 4,154 | 4,017 | 4,021 | 3,333 | 2,464 | 410 | 2,279 | 2,789 | 2,292 | 37,945 |
| Plymouth | 62,589 | 65,651 | 61,926 | 59,416 | 67,277 | 63,868 | 56,738 | 67,434 | 14,694 | 44,599 | 48,590 | 42,224 | 655,006 |
| **Total—Chrysler Corp.** | **124,341** | **123,959** | **121,958** | **114,380** | **123,108** | **113,416** | **100,735** | **113,121** | **27,913** | **94,054** | **91,296** | **74,754** | **1,223,035** |
| Edsel | .... | .... | .... | .... | .... | .... | 3,730 | 19,875 | 18,815 | 7,566 | 2,483 | 2,138 | 54,607 |
| Ford | 153,452 | 133,471 | 142,011 | 132,520 | 130,890 | 127,537 | 127,749 | 124,813 | 112,455 | 65,698 | 145,354 | 126,458 | 1,522,408 |
| Lincoln | 6,004 | 4,396 | 4,172 | 3,688 | 3,162 | 2,523 | 1,956 | 1,368 | 1,949 | 1,934 | 3,148 | 3,570 | 37,870 |
| Mercury | 37,120 | 30,807 | 33,395 | 27,283 | 25,081 | 17,798 | 20,982 | 21,099 | 12,933 | 10,344 | 19,813 | 18,165 | 274,820 |
| **Total—Ford Motor Co.** | **196,576** | **168,674** | **179,578** | **163,491** | **159,133** | **147,858** | **154,417** | **167,155** | **146,152** | **85,542** | **170,798** | **150,331** | **1,889,705** |
| Buick | 54,763 | 45,511 | 39,958 | 39,957 | 31,468 | 27,316 | 23,029 | 30,682 | 5,790 | 24,365 | 42,850 | 41,582 | 407,271 |
| Cadillac | 15,094 | 13,449 | 14,141 | 14,547 | 14,411 | 13,390 | 13,446 | 13,445 | 8,993 | 5,159 | 14,370 | 12,791 | 153,236 |
| Chevrolet | 151,781 | 124,637 | 127,534 | 132,362 | 129,248 | 126,442 | 138,620 | 137,206 | 56,687 | 69,861 | 166,311 | 161,860 | 1,522,549 |
| Oldsmobile | 45,325 | 43,248 | 41,803 | 37,086 | 30,677 | 30,503 | 26,371 | 29,847 | 12,008 | 14,531 | 38,630 | 40,062 | 390,091 |
| Pontiac | 41,226 | 36,801 | 36,539 | 31,015 | 26,824 | 26,267 | 26,089 | 29,129 | 8,802 | 10,732 | 34,843 | 35,031 | 343,298 |
| **Total—General Motors Corp.** | **308,189** | **263,646** | **259,975** | **254,967** | **232,628** | **223,918** | **227,555** | **240,309** | **92,280** | **124,648** | **297,004** | **291,326** | **2,816,445** |
| Packard | 1,904 | 1,193 | 804 | 528 | 107 | 37 | 26 | 19 | .... | 57 | 198 | 622 | 5,495 |
| Studebaker | 4,447 | 4,665 | 6,200 | 5,157 | 5,836 | 4,811 | 5,914 | 3,115 | 6,866 | 10,207 | 6,438 | 3,738 | 67,394 |
| **Total—Stude.-Pack. Corp.** | **6,351** | **5,858** | **7,004** | **5,685** | **5,943** | **4,848** | **5,940** | **3,134** | **6,866** | **10,264** | **6,636** | **4,360** | **72,889** |
| Checker Cab | 224 | 367 | 459 | 505 | 362 | 398 | 281 | 182 | 245 | 372 | 320 | 156 | 3,871 |
| **Total—Passenger Cars** | **641,898** | **571,092** | **578,871** | **549,239** | **531,842** | **500,394** | **496,143** | **524,802** | **282,395** | **329,409** | **579,020** | **534,924** | **6,120,029** |

## Passenger Car Factory Sales by Body Types

*As reported by the Automobile Manufacturers Association*

| Body Types | 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total | 1955 Units | 1955 % of Total | 1954 Units | 1954 % of Total |
|---|---|---|---|---|---|---|---|---|
| 4-Door Sedans | 1,951,615 | 31.92 | 2,005,432 | 34.49 | 3,043,564 | 38.43 | 2,592,841 | 46.64 |
| 2-Door Sedans | 893,757 | 14.62 | 1,124,854 | 19.34 | 1,677,430 | 21.18 | 1,476,989 | 26.57 |
| Business Coupes | 13,832 | 0.23 | 10,719 | 0.18 | 13,408 | 0.17 | 16,510 | 0.30 |
| Convertible Coupes | 284,682 | 4.66 | 198,962 | 3.42 | 239,790 | 3.03 | 155,667 | 2.80 |
| Hard Tops—2-Door | 1,140,131 | 18.65 | 1,060,541 | 18.23 | 1,666,984 | 21.05 | 954,519 | 17.17 |
| Hard Tops—4-Door | 932,992 | 15.26 | 763,057 | 13.13 | 501,814 | 6.34 | | |
| Station Wagons—2-Door‡ | 196,119 | 3.21 | 169,508 | 2.91 | 254,994 | 3.22 | 349,450 | 6.29 |
| Station Wagons—4-Door‡ | 694,178 | 11.35 | 469,000 | 8.06 | 504,428 | 6.37 | | |
| Chassis** | 6,038 | 0.10 | 14,036 | 0.24 | 17,774 | 0.21 | 12,921 | 0.23 |
| Total | 6,113,344 | 100.00 | 5,816,109 | 100.00 | 7,920,186 | 100.00 | 5,558,897 | 100.00 |

‡—Includes only station wagons produced on passenger car chassis. **—Includes miscellaneous body types on passenger car chassis.

## Motor Bus Factory Sales, by Type, and Their Wholesale Value

Does not include Nonintegral School Buses

*As reported by the Automobile Manufacturers Association*

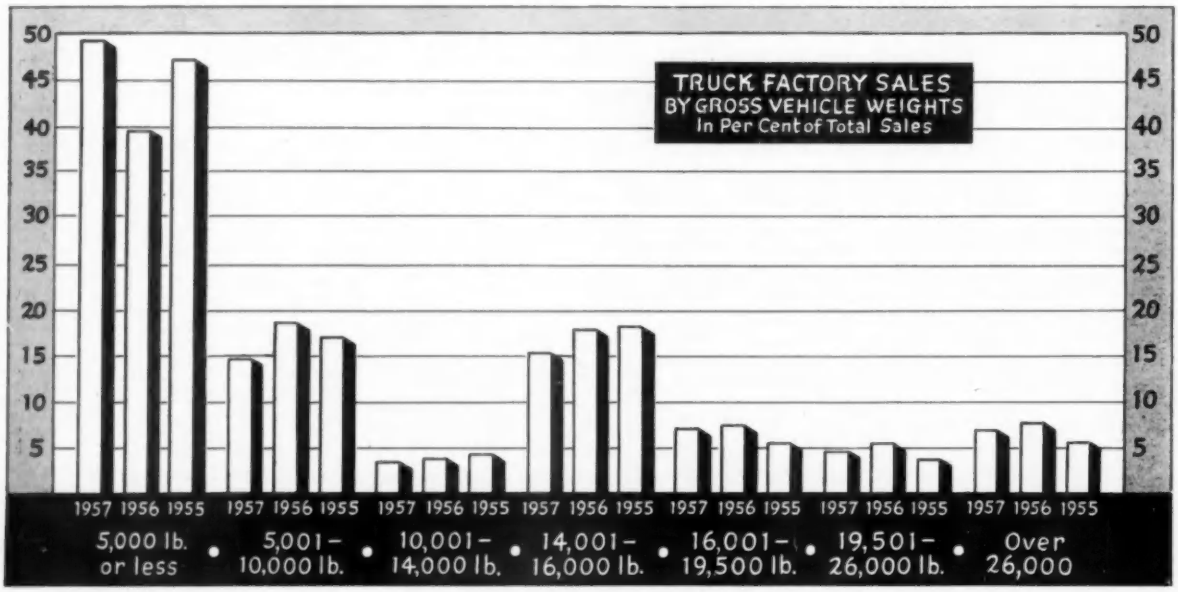
| Year | U. S. DOMESTIC MARKET: City Type | Intercity Type | Special Types† | Total Domestic Market | Total Export Market | Total Factory Sales | Wholesale Value | Average Wholesale Value |
|---|---|---|---|---|---|---|---|---|
| 1957 | 1,857 | 1,100 | 353 | 3,310 | 523 | 3,833 | $74,805,000 | $19,516 |
| 1956 | 2,501 | 722 | 384 | 3,617 | 447 | 4,064 | 75,836,000 | 18,660 |
| 955 | 2,317 | 916 | 366 | 3,599 | 424 | 4,023 | 74,207,000 | 18,446 |
| 1954 | 2,407 | 834 | 541 | 3,782 | 336 | 4,118 | 71,973,000 | 17,478 |
| 1953 | 2,290 | 855 | 586 | 3,731 | 326 | 4,057 | 68,271,000 | 16,828 |
| 1952 | 1,997 | 691 | 1,823 | 4,511 | 864 | 5,375 | 77,339,000 | 14,389 |
| 1951 | 4,754 | 1,233 | 2,797 | 8,784 | 676 | 9,460 | 135,650,000 | 14,339 |
| 1950 | 2,748 | 581 | 683 | 4,012 | 896 | 4,908 | 66,248,000 | 13,498 |

†—Includes Integral School Buses.

## Annual Motor Truck Factory Sales by G.V.W., 1954-1957

*From data supplied by the Automobile Manufacturers Association*

| Factory Sales | 6,000 and Less | 6,001-10,000 | 10,001-14,000 | 14,001-16,000 | 16,001-19,500 | 19,501-26,000 | 26,001-33,000 | Over 33,000 | Total Trucks |
|---|---|---|---|---|---|---|---|---|---|
| 1957 | 542,502 | 158,304 | 36,857 | 162,888 | 72,100 | 53,162 | 37,533 | 33,659 | 1,097,006 |
| 1956 | 438,676 | 209,401 | 39,918 | 192,157 | 82,493 | 56,492 | 81,280 | ** | 1,100,417 |
| 1955 | 585,886 | 212,571 | 46,905 | 225,755 | 65,717 | 43,422 | 64,827 | ** | 1,245,083 |
| 1954 | 482,515 | 186,733 | 39,073 | 195,121 | 48,560 | 45,111 | 40,943 | ** | 1,038,056 |
| Per Cent of Total | | | | | | | | | |
| 1957 | 49.5% | 14.4% | 3.4% | 14.8% | 6.6% | 4.8% | 3.4% | 3.1% | 100.0% |
| 1956 | 39.9% | 19.0% | 3.6% | 17.5% | 7.5% | 5.1% | 7.4% | .... | 100.0% |
| 1955 | 47.0% | 17.1% | 3.8% | 18.1% | 5.3% | 3.5% | 5.2% | .... | 100.0% |
| 1954 | 46.5% | 18.0% | 3.8% | 18.8% | 4.7% | 4.3% | 3.9% | .... | 100.0% |



## Factory Sales of Special Types of Vehicles*

*As reported by the Automobile Manufacturers Association*

| Type of Vehicle | 1957 | 1956 | 1955 | 1954 | 1953 | 1952 | 1951 |
|---|---|---|---|---|---|---|---|
| Station Wagons[1] | 912,905 | 656,696 | 780,151 | 364,234 | 318,378 | 189,651 | 195,740 |
| Motor Coaches[2] | 3,833 | 4,064 | 4,023 | 4,118 | 4,057 | 5,375 | 9,460 |
| School Bus Chassis | 23,465 | 22,714 | 26,535 | 22,465 | 21,284 | 19,452 | 31,891 |
| Trucks with Cab-over-Engine | 46,120 | 44,812 | 45,815 | 26,268 | 24,712 | 19,592 | 25,482 |
| Trucks with Diesel Engines | 24,456 | 25,797 | 16,876 | 10,546 | 10,872 | 13,165 | 16,494 |
| Trucks with LPG Engines | .... | 2,311 | .... | .... | .... | .... | .... |
| Trucks with 6 wheels, 3 axles | 25,684 | 33,920 | 26,060 | 16,364 | 14,864 | 15,585 | .... |
| Multi-Stop Trucks | 24,282 | 26,736 | 23,853 | 19,507 | 19,246 | 18,493 | 28,867 |
| Ambulances and Funeral Vehicles | N.A. | 2,281 | 2,661 | 2,880 | 3,034 | 2,662 | 4,177 |

[1]—Includes station wagons built on both passenger car and truck chassis. [2]—Includes integral school buses. N.A.—Not available.
*—These data are included in factory sales of cars and trucks shown on previous pages.

## Truck Trailer Shipments by Type and by Years

### In Units and Their Value

*As reported by the Industry Division, Bureau of the Census*

| | 1957 | | 1956 | | 1955 | | 1954 | |
|---|---|---|---|---|---|---|---|---|
| Type of Trailer | Units | Value | Units | Value | Units | Value | Units | Value |
| **Vans** | | | | | | | | |
| Insulated and refrigerated | 4,424 | $33,924,000 | 5,164 | $38,578,000 | 5,203 | $34,418,000 | 4,250 | $26,347,000 |
| Steel | 604 | 4,410,000 | 1,055 | 7,871,000 | 1,117 | 6,931,000 | 831 | 4,436,000 |
| Aluminum | 3,820 | 29,514,000 | 4,109 | 30,707,000 | 4,086 | 27,487,000 | 3,419 | 21,911,000 |
| Semi-insulated | 641 | 3,884,000 | .... | ..... | .... | ..... | .... | ..... |
| Steel | 641 | 3,884,000 | .... | ..... | .... | ..... | .... | ..... |
| Aluminum | | | .... | ..... | .... | ..... | .... | ..... |
| Furniture | 1,548 | 6,563,000 | 2,110 | 8,531,000 | 1,943 | 7,389,000 | 1,141 | 4,019,000 |
| Steel | 1,548 | 6,563,000 | 2,110 | 8,531,000 | 1,732 | 6,505,000 | 1,061 | 3,684,000 |
| Aluminum | | | | | 211 | 884,000 | 80 | 335,000 |
| All other closed-top vans | 20,676 | 110,211,000 | 25,670 | 132,715,000 | 34,387 | 185,215,000 | 18,155 | 91,015,000 |
| Steel | 9,226 | 42,385,000 | 11,285 | 50,986,000 | 10,865 | 54,834,000 | 6,733 | 30,828,000 |
| Aluminum | 11,450 | 67,826,000 | 14,385 | 81,729,000 | 23,522 | 130,381,000 | 11,422 | 60,187,000 |
| Open-top vans | 3,164 | 16,267,000 | 3,738 | 18,733,000 | 4,565 | 22,337,000 | 2,186 | 9,506,000 |
| Steel | 1,564 | 7,344,000 | 1,753 | 7,746,000 | 2,062 | 8,417,000 | 1,070 | 4,080,000 |
| Aluminum | 1,600 | 8,923,000 | 1,985 | 10,987,000 | 2,503 | 13,920,000 | 1,116 | 5,426,000 |
| **Total—Vans** | **30,453** | **$170,849,000** | **36,682** | **$198,557,000** | **46,098** | **$249,359,000** | **25,732** | **$130,887,000** |
| **Tanks** | | | | | | | | |
| Petroleum | 4,227 | $35,307,000 | 5,433 | $40,058,000 | 5,068 | $32,663,000 | 5,433 | $44,869,000 |
| All other† | 1,391 | 12,752,000 | 1,069 | 9,278,000 | 644 | 5,614,000 | 654 | 5,150,000 |
| **Total—Tanks** | **5,618** | **$48,059,000** | **6,502** | **$49,336,000** | **5,712** | **$38,277,000** | **6,087** | **$50,019,000** |
| **Pole, pipe, and logging** | | | | | | | | |
| Single axle | 377 | $500,000 | 597 | $813,000 | 789 | $1,240,000 | 599 | $851,000 |
| Tandem axle | 616 | 2,118,000 | 1,300 | 4,517,000 | 1,372 | 4,888,000 | 797 | 2,778,000 |
| **Total** | **993** | **$2,618,000** | **1,897** | **$5,330,000** | **2,161** | **$6,128,000** | **1,396** | **$3,629,000** |
| **Platforms** | | | | | | | | |
| Racks, livestock and stake | 2,611 | $10,068,000 | 1,004 | $3,588,000 | 1,300 | $4,810,000 | 888 | $3,259,000 |
| Grain bodies, all types | 1,259 | 4,085,000 | 1,836 | 5,857,000 | 1,016 | 3,507,000 | 785 | 3,004,000 |
| Flats, all types | 6,339 | 21,416,000 | 8,441 | 28,264,000 | 8,328 | 28,290,000 | 5,333 | 18,789,000 |
| **Total—Platforms** | **10,209** | **$35,569,000** | **11,821** | **$37,709,000** | **10,644** | **$36,607,000** | **7,006** | **$25,052,000** |
| Low-bed heavy haulers | 2,782 | $11,437,000 | 2,995 | $11,255,000 | 2,931 | $10,241,000 | 3,090 | $11,123,000 |
| Dump trailers | 1,947 | 9,157,000 | 2,057 | 8,767,000 | 2,128 | 8,757,000 | 996 | 4,113,000 |
| All other trailers** | 3,479 | 11,719,000 | 2,750 | 8,522,000 | 4,034 | 14,089,000 | 7,936 | 13,963,000 |
| **Total—Complete Trailers** | **55,481** | **$289,408,000** | **64,164** | **$319,476,000** | **73,708** | **$363,458,000** | **52,243** | **$238,786,000** |
| Trailer Chassis | 4,267 | $11,082,000 | 3,660 | $9,754,000 | 2,760 | $7,955,000 | 2,294 | $6,441,000 |
| **Total—Trailers and Chassis** | **59,748** | **$300,490,000** | **67,824** | **$329,230,000** | **76,468** | **$371,413,000** | **54,537** | **$245,227,000** |

†—Includes Ford and L.P.G. trailers. **—Includes off-highway, auto transport, public utility trailers, and converter bodies.

## 1957 Model Year Factory Installations of Passenger Car Optional Equipment

### Shown as Per Cent of Each Car's Production

*Based on Survey by Automotive Industries*

| Equipment | Ford | Lincoln | Merc. | Plym-outh | Chrys. | De Soto | Dodge | Cad. | Olds. | Buick | Chev. | Pontiac | AMC | Stud. Packard |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automatic Trans. | 71.4 | STD | 94.7 | 78.6 | 99.9 | 99.3 | 97.0 | STD | 98.9 | 98.0 | 66.0 | 96.0 | 60.0 | 58.7 |
| Standard Trans. | 23.2 | NA | 3.9 | 20.2 | 0.1 | 0.7 | 3.0 | NA | 1.1 | 2.0 | 31.6 | 4.0 | 22.0 | 14.9 |
| Overdrive Trans. | 5.4 | NA | 1.4 | 1.2 | NA | NA | NA | NA | NA | NA | 2.4 | NA | 18.0 | 26.4 |
| Power Brakes | 9.6 | STD | 48.8 | 12.2 | 83.7 | 69.0 | 26.0 | STD | 82.4 | 57.3 | 10.5 | 45.1 | 24.7 | 14.3 |
| Power Steering | 27.0 | STD | 50.9 | 17.7 | 97.1 | 81.5 | 50.0 | STD | 77.3 | 63.0 | 15.6 | 41.0 | 23.0 | 20.5 |
| Power Seats | 1.9 | 88.0 | 12.3 | 0.5 | 38.0 | 8.0 | 2.3 | 76.0 | 12.3 | 17.9 | 0.3 | 1.4 | NA | 2.0 |
| Power Windows | 1.8 | 86.0 | 7.3 | 0.6 | 35.3 | 8.0 | 2.1 | 98.0 | 2.7 | 16.8 | 0.5 | 2.3 | .004 | 2.1 |
| Radios | 68.6 | 99.4 | 88.5 | 47.9 | 89.5 | 71.0 | 54.0 | 99.0 | 93.6 | 89.7 | 50.5 | 90.2 | 45.0 | 50.4 |
| Heaters | 90.5 | 99.8 | 91.8 | 94.5 | 98.0 | 98.0 | 96.0 | 98.0 | 98.3 | 98.0 | 93.1 | 97.5 | 91.0 | 92.9 |
| White Walls | 56.4 | 99.0 | 84.2 | 57.2 | 85.0 | 85.0 | 80.0 | 98.0 | 85.2 | 81.4 | 45.7 | 92.9 | 46.0 | 61.3 |
| Air Conditioning | 0.5 | 22.0 | 5.3 | 1.5 | 14.1 | 5.0 | 2.8 | 32.0 | 9.9 | 6.3 | 1.1 | 3.9 | 6.0 | 37.0 |
| Tinted Glass | 16.6 | 92.0 | 56.5 | 17.9 | 58.3 | 31.0 | 20.0 | 90.0 | 41.4 | 59.4 | 15.0 | 23.7 | 27.4 | 21.4 |
| Windshield Washers | 37.5 | STD | 65.2 | 31.9 | 85.4 | 53.0 | 42.0 | STD | 79.5 | 76.0 | NA | 24.5 | 24.5 | 27.0 |
| Backup Lamps | 41.2 | STD | 95.2 | 42.8 | 100.0 | 59.0 | 88.0 | STD | 68.3 | 82.6 | NA | 54.8 | 49.7 | 41.2 |
| V-8 | 86.9 | STD | STD | 75.4 | STD | STD | 94.0 | STD | STD | STD | 63.5 | STD | 31.0 | 69.5 |
| Dual Headlamps | NA | 98.0 | 32.6 | NA | 70.0 | 39.7 | NA | NA | NA | NA | NA | NA | 9.6 | NA |

## Tractor Shipments by Years

### In Units and Their Value

*As reported by the Industry Division, Bureau of the Census*

| Year | Number | Value | |
|---|---|---|---|
| **Wheel Type (except Off-Highway)** | | | |
| 1957* | 218,897 | $409,602,000 | $ 1,871 |
| 1956 | 222,581 | 389,841,000 | 1,751 |
| 1955 | 326,437 | 518,731,000 | 1,589 |
| 1954 | 253,673 | 396,466,000 | 1,563 |
| 1953 | 387,422 | 546,641,000 | 1,411 |
| 1952 | 413,151 | 555,829,000 | 1,345 |
| **Contractors' Off-Highway Type** | | | |
| 1957 | 5,133 | $101,567,000 | $19,787 |
| 1956 | 5,339 | 94,587,000 | 17,716 |
| 1955 | 4,144 | 64,173,000 | 15,486 |
| 1954 | 3,019 | 46,801,000 | 15,502 |
| 1953 | 2,944 | 43,681,000 | 14,837 |
| 1952 | 4,026 | 59,847,000 | 14,865 |
| **Tracklaying Type** | | | |
| 1957* | 37,796 | $350,618,000 | $ 9,276 |
| 1956 | 55,417 | 471,384,000 | 8,506 |
| 1955 | 48,891 | 359,443,000 | 7,352 |
| 1954 | 40,374 | 267,918,000 | 6,636 |
| 1953 | 50,597 | 328,696,000 | 6,496 |
| 1952 | 48,155 | 280,841,000 | 5,832 |
| **Garden Type** | | | |
| 1957 | N.A. | N.A. | N.A. |
| 1956 | 203,231 | $ 25,115,000 | $ 124 |
| 1955 | 192,624 | $ 24,000,000 | $ 125 |
| 1954 | 191,235 | 24,844,000 | 130 |
| 1953 | 211,798 | 29,269,000 | 138 |
| 1952 | 202,492 | 28,098,000 | 139 |
| **Total—All Types** | | | |
| 1957* | N.A. | N.A. | .... |
| 1956 | 486,568 | $980,927,000 | .... |
| 1955 | 572,096 | 966,347,000 | .... |
| 1954 | 488,301 | 736,029,000 | .... |
| 1953 | 652,761 | 948,287,000 | .... |
| 1952 | 667,824 | 924,615,000 | .... |

N.A.—Not available. *—Eleven months' data only.

## Garden Tractor Shipments and Their Value

*As reported by the Industry Division, Bureau of the Census*

| Type and Hp | 1956 Units | 1956 Value | 1955 Units | 1955 Value |
|---|---|---|---|---|
| **Garden Tractors** | | | | |
| **Riding Type** | | | | |
| Under 6 engine hp | 10,027 | $2,167,000 | 4,495 | $1,008,000 |
| 6 to 8 engine hp | 1,563 | 590,000 | 3,304 | 1,018,000 |
| 8 engine hp and over | 1,424 | 533,000 | 1,291 | 554,000 |
| **Total** | **13,014** | **$3,290,000** | **9,090** | **$2,580,000** |
| **Walking Type** | | | | |
| 2 engine hp and less | 9,584 | $812,000 | 20,764 | $1,899,000 |
| Over 2 engine hp | 53,115 | 8,821,000 | 66,055 | 10,298,000 |
| **Total** | **62,699** | **$9,633,000** | **86,819** | **$12,197,000** |
| **Motor Tillers** | | | | |
| 2 engine hp and less | 35,836 | $35,836,000 | 53,228 | $4,932,000 |
| Over 2 engine hp | 91,682 | 91,682,000 | 43,487 | 4,291,000 |
| **Total** | **127,518** | **$127,518,000** | **96,715** | **$9,223,000** |
| **Total—Garden Tractors** | **203,231** | **$203,231,000** | **192,624** | **$24,000,000** |

## Production of Tractors, by Type of Fuel

*As reported by the Industry Division, Bureau of the Census*

| 1957* | Wheel Type: Gasoline | Diesel | LPG | Total | Crawler Type: Gasoline | Diesel | Total |
|---|---|---|---|---|---|---|---|
| Number Produced | 165,824 | 35,100 | 12,592 | 213,516 | 9,360 | 30,703 | 40,063 |
| Per Cent of Total | 77.66 | 16.44 | 5.90 | 100.00 | 23.36 | 76.64 | 100.00 |
| 1956 | | | | | | | |
| Number Produced | 177,077 | 26,762 | 10,815 | 214,654 | 12,053 | 45,558 | 57,611 |
| Per Cent of Total | 82.49 | 12.47 | 5.04 | 100.00 | 20.92 | 79.08 | 100.00 |
| 1955 | | | | | | | |
| Number Produced | 277,105 | 41,506 | 11,530 | 330,141 | 9,037 | 37,936 | 46,973 |
| Per Cent of Total | 83.94 | 12.57 | 3.49 | 100.00 | 19.24 | 80.76 | 100.00 |
| 1954 | | | | | | | |
| Number Produced | 213,008 | 27,899 | 4,848 | 245,755 | 6,657 | 32,747 | 39,404 |
| Per Cent of Total | 86.68 | 11.35 | 1.97 | 100.00 | 16.89 | 83.11 | 100.00 |

*—Data for eleven months only.

## Shipments of Hand and Power Lawn Mowers

### In Units and Their Value

| | 1954 Units | 1954 Value | 1947 Units | 1947 Value |
|---|---|---|---|---|
| **Lawn Mowers** | | | | |
| Hand (reel type) | 973,454 | $14,196,000 | 2,209,126 | $30,365,000 |
| **Power** | | | | |
| Reel Type | 492,241 | 38,193,000 | 242,098 | 24,632,000 |
| Rotary Type | 1,309,864 | 71,576,000 | 120,241 | 11,891,000 |
| Gang (cutting units) | 12,409 | 1,513,000 | 21,239 | 2,162,000 |
| Other | ..... | 9,293,000 | 20,889 | 2,003,000 |
| Lawn mowers, including parts, n.e.c. | ..... | 3,648,000 | ..... | ..... |
| **Total** | ..... | **$138,419,000** | ..... | **$71,053,000** |
| **Total Value—1955** | ..... | **$164,494,000** | ..... | ..... |

## Tractor Shipments by Type and Hp Ratings

### In Units and Their Value

*As reported by the Industry Division, Bureau of the Census*

| Type and Hp | 1957 Number | 1957 Value | 1956 Number | 1956 Value | 1955 Number | 1955 Value |
|---|---|---|---|---|---|---|
| **Wheel Type (except Off-Highway)** | | | | | | |
| 9-29 belt hp | 32,503 | N.A. | 35,483 | $37,649,000 | 53,659 | $52,315,000 |
| 30-34 belt hp | 32,236 | N.A. | 44,884 | 67,708,000 | 63,506 | 84,061,000 |
| 35-49 belt hp | 91,758 | N.A. | 95,393 | 160,715,000 | 147,941 | 236,631,000 |
| 50 belt hp and over | 62,400 | N.A. | 46,821 | 123,769,000 | 61,331 | 145,724,000 |
| **Total** | **218,897*** | **$409,602,000** | **222,581** | **$389,841,000** | **326,437** | **$518,731,000** |
| **Wheel Type (Contractors' Off-Highway)** | | | | | | |
| Under 199 brake hp | 1,288 | $17,680,000 | 1,661 | $20,798,000 | 1,729 | $20,478,000 |
| 200 brake hp and over | 3,845 | 83,887,000 | 3,678 | 73,789,000 | 2,415 | 43,695,000 |
| **Total** | **5,133** | **$101,567,000** | **5,339** | **$94,587,000** | **4,144** | **$64,173,000** |
| **Total—All Wheel Types** | ..... | ..... | **227,920** | **$484,428,000** | **330,581** | **$582,904,000** |
| **Tracklaying Types** | | | | | | |
| Under 35 drawbar hp | 9,318 | N.A. | 11,637 | $23,003,000 | 10,350 | $20,842,000 |
| 35-49 drawbar hp | 4,895 | N.A. | 15,064 | 100,954,000 | 16,840 | 86,964,000 |
| 50-79 drawbar hp | 23583 | N.A. | 14,428 | 114,688,000 | 9,268 | 75,895,000 |
| 80 drawbar hp and over | .... | N.A. | 14,288 | 232,739,000 | 12,433 | 175,742,000 |
| **Total** | **37,796** | **$350,618,000** | **55,417** | **$471,384,000** | **48,891** | **$359,443,000** |
| **Garden Tractors incl. Motor Tillers** | N.A. | N.A. | 203,231 | $25,115,000 | 192,624 | $24,000,000 |
| **Total—All Tractors** | **N.A.** | **N.A.** | **486,568** | **$980,927,000** | **572,096** | **$966,347,000** |

*—Data for eleven months only. N.A.—Not available.

# CANADIAN STATISTICS

*From Canadian Automobile Chamber of Commerce*

## Motor Vehicle Production in Canada

### In Units and Their Value

| Year | PASSENGER CARS | | | TRUCKS AND BUSES | | | TOTAL | |
|---|---|---|---|---|---|---|---|---|
| | Number of Units† | Wholesale Value | Average Wholesale Value | Number of Units† | Wholesale Value | Average Wholesale Value | Number of Units | Wholesale Value |
| 1925 | 135,573 | $ 86,158,773 | $ 635 | 26,397 | $ 12,234,486 | $ 463 | 161,970 | $ 98,393,259 |
| 1926 | 166,887 | 106,000,203 | 635 | 37,840 | 16,629,334 | 439 | 204,727 | 122,629,537 |
| 1927 | 146,421 | 100,962,211 | 689 | 32,633 | 14,942,017 | 458 | 179,054 | 115,904,228 |
| 1928 | 197,848 | 127,263,877 | 643 | 44,206 | 21,913,122 | 496 | 242,054 | 149,176,999 |
| 1929 | 203,307 | 134,023,280 | 659 | 59,318 | 29,474,395 | 497 | 262,625 | 163,497,675 |
| 1930 | 121,337 | 75,253,581 | 620 | 32,035 | 16,513,225 | 515 | 153,372 | 91,766,806 |
| 1931 | 65,072 | 42,634,173 | 655 | 17,487 | 10,330,763 | 591 | 82,559 | 52,964,936 |
| 1932 | 50,694 | 32,490,129 | 641 | 10,095 | 6,070,667 | 601 | 60,789 | 38,560,796 |
| 1933 | 53,849 | 32,568,268 | 605 | 12,003 | 6,062,195 | 505 | 65,852 | 38,630,463 |
| 1934 | 92,647 | 57,260,156 | 618 | 24,205 | 12,770,318 | 528 | 116,852 | 70,030,474 |
| 1935 | 135,562 | 79,209,276 | 584 | 37,315 | 19,803,771 | 531 | 172,877 | 99,013,047 |
| 1936 | 128,369 | 76,814,258 | 598 | 33,790 | 19,140,946 | 566 | 162,159 | 95,955,204 |
| 1937 | 153,946 | 93,368,282 | 610 | 54,417 | 30,389,011 | 558 | 207,463 | 123,757,293 |
| 1938 | 123,761 | 81,661,687 | 660 | 42,325 | 26,497,038 | 626 | 166,086 | 108,158,725 |
| 1939 | 108,369 | 71,101,304 | 656 | 47,057 | 28,072,712 | 597 | 155,426 | 99,173,916 |
| 1940 | 109,911 | 83,544,445 | 760 | 113,102 | 91,191,516 | 806 | 223,013 | 174,735,961 |
| 1941 | 96,603 | 81,167,694 | 840 | 173,588 | 163,414,253 | 941 | 270,191 | 244,581,947 |
| 1942 | 12,236 | 10,305,013 | 842 | 216,057 | 229,103,128 | 1,060 | 228,293 | 239,408,741 |
| 1943 | ..... | ..... | ... | 178,064 | 222,393,092 | 1,249 | 178,064 | 222,393,092 |
| 1944 | ..... | ..... | ... | 158,038 | 213,259,582 | 1,349 | 158,038 | 213,259,582 |
| 1945 | 1,868 | 1,638,118 | 877 | 136,777 | 167,103,012 | 1,278 | 132,645 | 168,741,130 |
| 1946 | 91,871 | 82,847,330 | 902 | 79,657 | 81,204,338 | 1,019 | 171,528 | 164,051,668 |
| 1947 | 167,257 | 182,161,183 | 1,089 | 90,758 | 116,357,486 | 1,282 | 258,015 | 298,518,669 |
| 1948 | 166,819 | 210,799,512 | 1,264 | 96,941 | 137,228,722 | 1,415 | 263,760 | 348,028,234 |
| 1949 | 193,556 | 277,660,998 | 1,434 | 99,028 | 146,697,354 | 1,481 | 292,584 | 424,358,352 |
| 1950 | 284,076 | 447,029,182 | 1,574 | 106,026 | 163,942,858 | 1,546 | 390,102 | 610,972,040 |
| 1951 | 282,714 | 438,613,532 | 1,551 | 132,706 | 212,806,695 | 1,604 | 415,420 | 651,420,227 |
| 1952 | 283,534 | 417,654,448 | 1,473 | 150,176 | 253,247,296 | 1,680 | 433,710 | 670,901,744 |
| 1953 | 360,385 | 539,524,001 | 1,497 | 120,574 | 199,082,949 | 1,651 | 480,959 | 738,606,950 |
| 1954 | 297,191 | 436,828,440 | 1,521 | 69,892 | 122,291,809 | 1,750 | 359,083 | 559,112,249 |
| 1955 | 375,028 | 610,683,424 | 1,628 | 78,569 | 143,455,714 | 1,836 | 453,597 | 754,139,138 |
| 1956 | 374,312 | 646,523,642 | 1,727 | 94,340 | 191,603,258 | 2,031 | 468,652 | 838,126,900 |
| 1957 | 340,014 | ..... | ... | 71,544 | ..... | ... | 411,558 | ..... |

†—Production figures include all wheeled vehicles for military use. Universal carriers and scout cars are not included.

## Canadian Motor Vehicle Production by Months

| Month | 1957 | 1956 | 1955 | 1954 | 1953 | 1952 | 1951 | 1950 | 1949 |
|---|---|---|---|---|---|---|---|---|---|
| January | 45,103 | 29,703 | 29,403 | 40,310 | 35,894 | 34,232 | 39,204 | 28,527 | 13,863 |
| February | 36,365 | 29,222 | 31,827 | 44,268 | 42,904 | 32,448 | 40,592 | 30,137 | 17,197 |
| March | 44,961 | 47,533 | 32,380 | 45,634 | 51,990 | 34,209 | 47,779 | 30,051 | 25,566 |
| April | 48,870 | 60,374 | 66,944 | 45,622 | 52,420 | 46,908 | 41,060 | 26,386 | 26,685 |
| May | 49,028 | 58,618 | 60,882 | 37,284 | 50,590 | 42,690 | 42,911 | 35,281 | 26,708 |
| June | 39,238 | 52,708 | 56,685 | 30,229 | 49,900 | 41,110 | 36,229 | 41,383 | 30,096 |
| July | 35,757 | 47,890 | 48,067 | 26,128 | 48,691 | 34,314 | 30,294 | 40,131 | 25,383 |
| August | 18,949 | 18,251 | 25,014 | 17,249 | 22,640 | 22,853 | 21,833 | 24,272 | 20,475 |
| September | 10,086 | 11,787 | 19,077 | 13,982 | 35,021 | 41,065 | 29,861 | 38,035 | 30,894 |
| October | 18,994 | 30,420 | 26,299 | 10,624 | 35,898 | 41,653 | 32,462 | 35,573 | 28,125 |
| November | 37,911 | 44,538 | 28,860 | 18,176 | 19,931 | 31,340 | 29,461 | 30,322 | 19,721 |
| December | 26,296 | 43,228 | 28,185 | 27,577 | 35,080 | 30,882 | 23,734 | 30,004 | 27,871 |
| Total | 411,558 | 474,272 | 453,623 | 357,083 | 480,959 | 433,710 | 415,420 | 390,102 | 292,584 |

## 1956 Canadian Motor Vehicle Registrations—by Provinces

| Province | Passenger Cars | Motor Trucks | Motor Buses | Other Motor Vehicles | Total Motor Vehicles | Motor-cycles | Trailers |
|---|---|---|---|---|---|---|---|
| Newfoundland | 32,555 | 12,201 | 157 | 786 | 45,699 | 298 | 423 |
| Prince Edward Island | 14,163 | 6,457 | 11 | 2,594 | 23,225 | 148 | 1,260 |
| Nova Scotia | 104,497 | 37,361 | 620 | 6,202 | 148,680 | 1,099 | 6,195 |
| New Brunswick | 81,390 | 26,688 | 197 | 1,050 | 109,325 | 907 | 4,439 |
| Quebec | 620,497 | 183,207 | 3,284 | 24,425 | 831,413 | 13,414 | 45,641 |
| Ontario | 1,365,874 | 328,434 | 4,280 | .... | 1,698,588 | 11,652 | 100,742 |
| Manitoba | 173,001 | 58,791 | 199 | 2,097 | 234,088 | 1,747 | 15,167 |
| Saskatchewan | 179,914 | 107,900 | 125 | 2,603 | 290,542 | 651 | 13,030 |
| Alberta | 256,177 | 121,190 | 2,943 | .... | 380,310 | 1,849 | 2,100 |
| British Columbia | 341,650 | 105,173 | 1,292 | 3,670 | 451,785 | 3,724 | 24,581 |
| Yukon and N.W. Territory | 3,135 | 2,032 | 21 | 333 | 5,521 | 18 | 440 |
| Total—Canada—1956 | 3,172,853 | 989,434 | 13,129 | 43,760 | 4,219,176 | 35,507 | 213,748 |
| Total—Canada—1955 | 2,916,684 | 931,433 | 12,437 | 45,803 | 3,906,357 | 36,320 | 189,998 |
| Total—Canada—1954 | 2,682,639 | 869,183 | 12,692 | 43,109 | 3,607,623 | 37,661 | 180,790 |
| Total—Canada—1953 | 2,513,138 | 825,476 | 12,162 | 40,827 | 3,391,603 | 40,194 | 161,915 |

# NEW REGISTRATIONS

## New Passenger Car Registrations by Makes, by Years

*Based on data from R. L. Polk & Co.*

| Make of Car | 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total | 1955 Units | 1955 % of Total | 1954 Units | 1954 % of Total | 1953 Units | 1953 % of Total |
|---|---|---|---|---|---|---|---|---|---|---|
| **NEW REGISTRATIONS—U. S. CARS** | | | | | | | | | | |
| Hudson | 4,596 | .07 | 11,822 | .20 | 20,522 | .29 | 34,806 | .63 | 66,797 | 1.16 |
| Nash | 9,474 | .16 | 25,271 | .42 | 37,197 | .52 | 41,116 | .74 | 97,527 | 1.71 |
| Rambler | 91,469 | 1.53 | 70,867 | 1.19 | 72,227 | 1.00 | 35,613 | .64 | 39,823 | .69 |
| **Total—American Motors** | **105,539** | **1.76** | **107,960** | **1.81** | **129,946** | **1.81** | **111,535** | **2.01** | **204,147** | **3.56** |
| Chrysler | 106,436 | 1.78 | 106,853 | 1.79 | 144,618 | 2.02 | 100,775 | 1.82 | 153,756 | 2.68 |
| De Soto | 103,915 | 1.74 | 100,766 | 1.69 | 118,062 | 1.65 | 76,739 | 1.39 | 122,342 | 2.13 |
| Dodge | 257,488 | 4.30 | 220,208 | 3.70 | 284,323 | 3.96 | 154,789 | 2.80 | 288,812 | 5.03 |
| Imperial | 33,017 | .55 | 10,460 | .18 | 11,840 | .16 | 966 | .02 | .... | .... |
| Plymouth | 595,503 | 9.97 | 483,756 | 8.12 | 647,352 | 9.03 | 381,078 | 6.87 | 600,447 | 10.47 |
| **Total—Chrysler Corp.** | **1,096,359** | **18.34** | **922,043** | **15.48** | **1,206,195** | **16.82** | **714,347** | **12.90** | **1,165,357** | **20.31** |
| Continental | 2,490 | .04 | 1,564 | .03 | 606 | .01 | .... | .... | .... | .... |
| Edsel | 26,681 | .45 | .... | .... | .... | .... | .... | .... | .... | .... |
| Ford | 1,493,617 | 24.97 | 1,375,343 | 23.09 | 1,573,276 | 21.94 | 1,400,440 | 25.30 | 1,116,267 | 19.45 |
| Lincoln | 34,808 | .58 | 42,598 | .72 | 35,017 | .49 | 36,251 | .65 | 39,169 | .68 |
| Mercury | 260,573 | 4.35 | 274,603 | 4.61 | 371,837 | 5.19 | 269,926 | 4.88 | 287,717 | 5.02 |
| **Total—Ford Motor Co.** | **1,818,169** | **30.39** | **1,694,108** | **28.45** | **1,980,736** | **27.63** | **1,706,617** | **30.83** | **1,443,153** | **25.15** |
| Buick | 394,553 | 6.60 | 529,371 | 8.89 | 737,879 | 10.29 | 513,497 | 9.28 | 454,320 | 7.92 |
| Cadillac | 141,209 | 2.36 | 132,952 | 2.23 | 141,038 | 1.97 | 110,328 | 1.99 | 98,612 | 1.72 |
| Chevrolet | 1,456,288 | 24.34 | 1,565,399 | 26.29 | 1,640,681 | 22.88 | 1,417,453 | 25.61 | 1,342,480 | 23.39 |
| Oldsmobile | 371,596 | 6.21 | 437,896 | 7.35 | 589,515 | 8.22 | 407,150 | 7.35 | 305,593 | 5.32 |
| Pontiac | 319,719 | 5.34 | 358,668 | 6.02 | 530,007 | 7.39 | 358,167 | 6.47 | 385,692 | 6.72 |
| **Total—General Motors Corp.** | **2,683,365** | **44.85** | **3,024,286** | **50.78** | **3,639,120** | **50.75** | **2,806,595** | **50.70** | **2,586,697** | **45.07** |
| Packard | 5,189 | .08 | 28,396 | .48 | 52,103 | .73 | 38,396 | .69 | 71,079 | 1.24 |
| Studebaker | 62,565 | 1.05 | 76,402 | 1.28 | 95,761 | 1.33 | 95,914 | 1.74 | 161,257 | 2.81 |
| **Total—Studebaker-Packard Corp.** | **67,754** | **1.13** | **104,798** | **1.76** | **147,864** | **2.06** | **134,310** | **2.43** | **232,336** | **4.05** |
| All Other U. S. Makes | 4,329 | .07 | 3,866 | .07 | 7,582 | .11 | 29,657 | .54 | 78,338 | 1.36 |
| **Total—U. S. Cars** | **5,775,515** | **96.54** | **5,857,061** | **98.35** | **7,111,443** | **99.18** | **5,503,061** | **99.41** | **5,710,028** | **99.50** |
| **NEW REGISTRATIONS—FOREIGN CARS** | | | | | | | | | | |
| Austin | .... | .... | 1,125 | .02 | 1,596 | .02 | 1,528 | .03 | 3,087 | .05 |
| Ford | 17,062 | .28 | 4,230 | .07 | 2,189 | .03 | 1,622 | .03 | 3,644 | .06 |
| Hillman | 11,124 | .19 | 3,415 | .06 | 2,778 | .04 | 2,430 | .04 | 4,506 | .08 |
| Jaguar | .... | .... | 3,685 | .06 | 3,573 | .05 | 3,365 | .06 | 3,914 | .07 |
| Metropolitan | 11,791 | .20 | 7,145 | .12 | 6,807 | .09 | 7,018 | .13 | .... | .... |
| MG | 13,496 | .23 | 6,094 | .10 | 3,001 | .04 | 3,454 | .06 | 6,606 | .11 |
| Renault | 22,586 | .38 | .... | .... | .... | .... | .... | .... | .... | .... |
| Volkswagon | 64,242 | 1.07 | 50,001 | .84 | 28,907 | .41 | 6,343 | .11 | .... | .... |
| Other Foreign | 66,526 | 1.11 | 22,492 | .38 | 9,614 | .14 | 6,643 | .13 | 7,204 | .13 |
| **Total—Foreign Cars** | **206,827** | **3.46** | **98,187** | **1.65** | **58,465** | **.82** | **32,403** | **.59** | **28,961** | **.50** |
| **Total—U. S. and Foreign Cars** | **5,982,342** | **100.00** | **5,955,248** | **100.00** | **7,169,908** | **100.00** | **5,535,464** | **100.00** | **5,738,989** | **100.00** |

## New Truck Registrations by Makes, by Years

*Based on data from R. L. Polk & Co.*

| Make of Truck | 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total | 1955 Units | 1955 % of Total | 1954 Units | 1954 % of Total | 1953 Units | 1953 % of Total |
|---|---|---|---|---|---|---|---|---|---|---|
| Autocar | * | .... | * | .... | * | .... | 1,041 | .13 | 1,713 | .18 |
| Brockway | 738 | .09 | 884 | .10 | 1,144 | .12 | 1,340 | .16 | 2,080 | .22 |
| Chevrolet | 290,960 | 33.91 | 302,145 | 33.78 | 329,791 | 34.46 | 293,079 | 35.34 | 327,960 | 35.23 |
| Diamond T | 3,472 | .40 | 4,037 | .45 | 3,697 | .39 | 2,701 | .33 | 3,398 | .36 |
| Divco | 2,558 | .30 | 3,112 | .35 | 3,298 | .34 | 2,505 | .30 | 2,569 | .28 |
| Dodge | 49,431 | 5.76 | 57,651 | 6.45 | 66,208 | 6.92 | 60,658 | 7.32 | 82,345 | 8.85 |
| Federal | † | .... | † | .... | 56 | .... | 248 | .03 | 986 | .11 |
| Ford | 277,301 | 32.32 | 263,735 | 29.49 | 295,900 | 30.93 | 267,799 | 32.30 | 266,027 | 28.61 |
| F.W.D. | 433 | .05 | 481 | .05 | 315 | .03 | 393 | .05 | 359 | .04 |
| G.M.C. | 62,165 | 7.24 | 82,266 | 9.20 | 84,877 | 8.87 | 66,644 | 8.04 | 82,296 | 8.85 |
| International | 96,956 | 11.30 | 108,014 | 12.08 | 100,441 | 10.50 | 84,222 | 10.15 | 95,404 | 10.25 |
| Kenworth | 1,006 | .12 | 1,239 | .14 | 1,182 | .12 | 697 | .08 | 747 | .08 |
| Mack | 13,312 | 1.55 | 13,190 | 1.47 | 10,932 | 1.14 | 6,098 | .74 | 6,890 | .74 |
| Peterbilt | 497 | .06 | 609 | .07 | 424 | .04 | 344 | .04 | 332 | .04 |
| Reo | 2,067 | .24 | 2,974 | .33 | 3,121 | .33 | 2,283 | .28 | 3,498 | .38 |
| Studebaker | 6,547 | .76 | 8,708 | .97 | 10,817 | 1.13 | 10,193 | 1.23 | 22,473 | 2.42 |
| White | 12,491 | 1.45 | 15,137 | 1.69 | 14,372 | 1.50 | 10,340 | 1.25 | 12,261 | 1.32 |
| Willys-Jeep | 6,678 | .78 | 9,131 | 1.02 | 10,441 | 1.09 | 7,598 | .92 | 9,247 | .99 |
| Willys-Truck | 15,327 | 1.79 | 14,357 | 1.61 | 16,811 | 1.76 | 9,925 | 1.20 | 8,465 | .91 |
| All Other U. S. Trucks | 884 | .10 | 1,218 | .14 | 947 | .10 | 545 | .06 | 986 | .11 |
| Foreign Trucks | 15,262 | 1.78 | 5,460 | .61 | 2,227 | .23 | 448 | .05 | 276 | .03 |
| **Total—All Trucks** | **858,085** | **100.00** | **894,366** | **100.00** | **957,001** | **100.00** | **829,101** | **100.00** | **930,312** | **100.00** |

*—Included with White. †—Included with All Others.

# NEW REGISTRATIONS

## New Car and Truck Registrations by Months, 1957-1956

*Based on data from R. L. Polk & Co.*

| Month | NEW PASSENGER CARS 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total | NEW TRUCKS 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total |
|---|---|---|---|---|---|---|---|---|
| January | 437,320 | 7.31 | 431,648 | 7.25 | 56,979 | 6.64 | 66,141 | 7.40 |
| February | 438,725 | 7.33 | 447,542 | 7.52 | 62,129 | 7.24 | 65,478 | 7.32 |
| March | 572,917 | 9.58 | 545,234 | 9.16 | 74,668 | 8.70 | 77,220 | 8.63 |
| April | 548,546 | 9.17 | 564,272 | 9.48 | 75,438 | 8.79 | 82,670 | 9.24 |
| May | 556,324 | 9.30 | 560,014 | 9.40 | 82,269 | 9.59 | 84,997 | 9.50 |
| June | 517,043 | 8.64 | 539,777 | 9.06 | 71,329 | 8.31 | 78,501 | 8.78 |
| July | 543,264 | 9.08 | 534,997 | 8.98 | 79,117 | 9.22 | 78,404 | 8.77 |
| August | 491,839 | 8.22 | 568,320 | 9.54 | 77,053 | 8.98 | 79,821 | 8.93 |
| September | 495,217 | 8.28 | 421,021 | 7.07 | 78,156 | 9.11 | 72,420 | 8.10 |
| October | 463,795 | 7.75 | 424,414 | 7.13 | 76,899 | 8.96 | 76,052 | 8.50 |
| November | 406,910 | 6.81 | 403,948 | 6.78 | 61,888 | 7.21 | 66,983 | 7.49 |
| December | 510,442 | 8.53 | 514,061 | 8.63 | 62,160 | 7.25 | 65,669 | 7.34 |
| Total | 5,982,342 | 100.00 | 5,955,248 | 100.00 | 858,085 | 100.00 | 894,366 | 100.00 |

## Regional Sales of New Cars and Trucks

*Based on data from R. L. Polk & Co.*

| Zone | Region | NEW PASSENGER CARS 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total | Zone | NEW TRUCKS 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | New England | 314,270 | 5.25 | 330,585 | 5.55 | 1 | 34,883 | 4.07 | 42,585 | 4.76 |
| 2 | Middle Atlantic | 1,140,474 | 19.07 | 1,120,801 | 18.82 | 2 | 108,488 | 12.65 | 115,755 | 12.94 |
| 3 | South Atlantic | 762,045 | 12.74 | 775,744 | 13.03 | 3 | 121,730 | 14.19 | 130,796 | 14.62 |
| 4 | East North Central | 1,466,332 | 24.51 | 1,453,288 | 24.40 | 4 | 142,704 | 16.63 | 152,968 | 17.11 |
| 5 | East South Central | 289,484 | 4.84 | 300,857 | 5.05 | 5 | 62,057 | 7.23 | 66,934 | 7.48 |
| 6 | West North Central | 522,513 | 8.73 | 511,995 | 8.60 | 6 | 84,731 | 9.87 | 84,549 | 9.45 |
| 7 | West South Central | 570,024 | 9.53 | 557,691 | 9.36 | 7 | 125,246 | 14.60 | 123,675 | 13.84 |
| 8 | Mountain | 208,411 | 3.48 | 201,632 | 5.39 | 8 | 58,693 | 6.84 | 53,963 | 6.03 |
| 9 | Pacific | 708,789 | 11.85 | 702,655 | 11.80 | 9 | 119,553 | 13.93 | 123,141 | 13.77 |
| Total—United States | | 5,982,342 | 100.00 | 5,955,248 | 100.00 | Total | 858,085 | 100.00 | 894,366 | 100.00 |

States comprising the various regions are: Zone 1: Conn., Mass., Me., N. H., R. I., Vt.—Zone 2: N. J., N. Y., Pa.—Zone 3: Del., D. of C., Fla., Ga., Md., N. C., S. C., W. Va.—Zone 4: Ill., Ind., Mich., Ohio, Wisc.—Zone 5: Ala., Ky., Miss., Tenn.—Zone 6: Iowa, Kan., Minn., Mo., Neb., N. D., S. D.—Zone 7: Ark., La., Okla., Tex.—Zone 8: Ariz., Colo., Ida., Mont., Nev., N. M., Utah, Wyo.—Zone 9: Cal., Ore., Wash.

## New Motor Vehicle Registrations by States, 1955-1957

*Based on data from R. L. Polk & Co.*

| State | NEW PASSENGER CARS 1957 | 1956 | 1955 | NEW TRUCKS 1957 | 1956 | 1955 | TOTAL NEW VEHICLES 1957 | 1956 | 1955 |
|---|---|---|---|---|---|---|---|---|---|
| Alabama | 81,538 | 84,634 | 101,651 | 17,368 | 18,006 | 21,652 | 98,906 | 102,640 | 123,303 |
| Arizona | 35,762 | 32,221 | 37,303 | 9,680 | 8,272 | 8,916 | 45,442 | 40,493 | 46,219 |
| Arkansas | 41,949 | 45,369 | 49,573 | 13,950 | 15,805 | 16,669 | 55,899 | 61,174 | 66,242 |
| California | 571,185 | 556,164 | 665,892 | 91,990 | 92,374 | 88,376 | 663,175 | 648,538 | 754,268 |
| Colorado | 55,011 | 51,764 | 61,925 | 12,395 | 11,165 | 12,759 | 67,406 | 62,929 | 74,684 |
| Connecticut | 88,035 | 89,346 | 105,879 | 7,800 | 9,458 | 9,071 | 95,835 | 98,804 | 114,950 |
| Delaware | 19,266 | 18,867 | 22,940 | 2,590 | 2,696 | 3,449 | 21,856 | 21,563 | 26,389 |
| District of Columbia | 24,328 | 26,506 | 34,729 | 2,388 | 2,426 | 2,606 | 26,656 | 28,932 | 37,335 |
| Florida | 191,098 | 175,651 | 195,468 | 27,329 | 27,210 | 28,160 | 218,427 | 202,861 | 223,628 |
| Georgia | 107,883 | 121,633 | 139,382 | 21,664 | 25,233 | 26,879 | 129,547 | 146,866 | 166,261 |
| Idaho | 19,661 | 20,408 | 24,272 | 6,424 | 6,260 | 6,849 | 26,085 | 26,668 | 31,121 |
| Illinois | 398,523 | 398,174 | 460,883 | 35,460 | 37,191 | 39,786 | 433,983 | 435,365 | 500,669 |
| Indiana | 185,398 | 188,423 | 229,951 | 23,755 | 25,421 | 28,976 | 209,153 | 213,844 | 258,927 |
| Iowa | 86,674 | 83,895 | 108,294 | 14,060 | 13,603 | 16,770 | 100,734 | 97,498 | 125,064 |
| Kansas | 80,995 | 80,973 | 99,292 | 13,319 | 13,534 | 16,616 | 94,314 | 94,507 | 115,908 |
| Kentucky | 73,134 | 73,560 | 86,105 | 14,844 | 15,131 | 16,297 | 87,978 | 88,691 | 102,402 |
| Louisiana | 98,985 | 91,588 | 101,265 | 21,234 | 20,161 | 21,781 | 120,219 | 111,749 | 123,046 |
| Maine | 26,516 | 27,400 | 30,191 | 5,230 | 6,045 | 6,198 | 31,746 | 33,445 | 36,389 |
| Maryland | 101,124 | 102,841 | 118,567 | 10,548 | 11,293 | 11,267 | 111,672 | 114,134 | 129,834 |
| Massachusetts | 144,767 | 156,987 | 177,672 | 12,318 | 16,869 | 13,879 | 157,085 | 173,856 | 191,551 |
| Michigan | 365,813 | 348,138 | 512,525 | 31,050 | 34,987 | 41,034 | 396,863 | 383,125 | 553,559 |
| Minnesota | 122,349 | 115,709 | 129,423 | 16,393 | 16,579 | 17,526 | 138,742 | 132,288 | 146,949 |
| Mississippi | 45,605 | 52,058 | 61,807 | 14,019 | 16,504 | 19,385 | 59,624 | 68,562 | 81,192 |
| Missouri | 143,615 | 148,169 | 178,704 | 21,557 | 22,910 | 25,674 | 165,172 | 171,079 | 204,378 |
| Montana | 23,432 | 24,256 | 27,045 | 7,162 | 7,332 | 8,478 | 30,594 | 31,588 | 35,523 |
| Nebraska | 44,836 | 43,929 | 59,626 | 9,093 | 8,317 | 11,707 | 53,929 | 52,246 | 71,333 |
| Nevada | 10,758 | 10,945 | 12,067 | 3,044 | 3,111 | 2,634 | 13,802 | 14,056 | 14,701 |
| New Hampshire | 18,209 | 19,067 | 23,048 | 3,372 | 3,798 | 3,282 | 21,581 | 22,865 | 26,330 |
| New Jersey | 221,442 | 222,728 | 258,527 | 21,923 | 22,464 | 22,826 | 243,365 | 245,192 | 281,353 |
| New Mexico | 27,191 | 25,922 | 30,501 | 10,088 | 8,480 | 8,597 | 37,279 | 34,402 | 39,098 |
| New York | 544,567 | 511,096 | 634,859 | 46,229 | 49,602 | 50,720 | 590,796 | 560,698 | 685,579 |
| North Carolina | 99,493 | 107,139 | 132,114 | 21,065 | 23,118 | 25,181 | 120,558 | 130,257 | 157,295 |
| North Dakota | 22,996 | 19,446 | 22,055 | 5,182 | 4,818 | 5,021 | 28,178 | 24,264 | 27,076 |
| Ohio | 380,900 | 387,257 | 443,762 | 36,662 | 38,921 | 42,315 | 417,562 | 426,178 | 486,077 |
| Oklahoma | 73,025 | 75,446 | 94,347 | 17,698 | 17,266 | 20,205 | 90,723 | 92,712 | 114,552 |
| Oregon | 63,728 | 70,531 | 81,402 | 13,481 | 15,369 | 15,859 | 77,209 | 85,900 | 97,261 |
| Pennsylvania | 374,465 | 386,977 | 463,339 | 40,336 | 43,689 | 45,452 | 414,801 | 430,666 | 508,791 |
| Rhode Island | 23,330 | 23,996 | 32,537 | 3,203 | 3,103 | 3,155 | 26,533 | 27,099 | 35,692 |
| South Carolina | 47,761 | 52,355 | 60,217 | 8,881 | 10,102 | 10,113 | 56,642 | 62,457 | 70,330 |
| South Dakota | 21,048 | 19,874 | 24,112 | 5,127 | 4,788 | 5,131 | 26,175 | 24,662 | 29,243 |
| Tennessee | 89,207 | 90,605 | 118,864 | 15,826 | 17,293 | 18,736 | 105,033 | 107,898 | 137,600 |
| Texas | 356,065 | 345,288 | 429,931 | 72,364 | 70,443 | 80,756 | 428,429 | 415,731 | 510,687 |
| Utah | 24,241 | 24,029 | 27,262 | 5,486 | 5,295 | 5,541 | 29,727 | 29,324 | 32,803 |
| Vermont | 13,413 | 13,789 | 14,653 | 2,960 | 3,312 | 3,030 | 16,373 | 17,101 | 17,683 |
| Virginia | 116,123 | 117,344 | 135,549 | 18,101 | 19,304 | 20,272 | 134,224 | 136,648 | 155,821 |
| Washington | 73,876 | 75,960 | 89,231 | 14,082 | 15,398 | 15,770 | 87,958 | 91,358 | 105,001 |
| West Virginia | 54,969 | 53,408 | 54,951 | 9,224 | 9,414 | 9,936 | 64,193 | 62,822 | 64,887 |
| Wisconsin | 135,698 | 131,296 | 151,246 | 15,777 | 16,448 | 16,969 | 151,475 | 147,744 | 168,215 |
| Wyoming | 12,355 | 12,087 | 14,970 | 4,414 | 4,048 | 4,740 | 16,769 | 16,135 | 19,710 |
| Total | 5,982,342 | 5,955,248 | 7,169,908 | 858,085 | 894,366 | 957,001 | 6,840,427 | 6,849,614 | 8,126,909 |

## New Car Registrations by Price Classes, by Years.†

| Years | Under $2,000 Units | Under $2,000 % of Total | $2,001-$2,500 Units | $2,001-$2,500 % of Total | $2,501-$3,500 Units | $2,501-$3,500 % of Total | Over $3,500 Units | Over $3,500 % of Total | Total Units | Total % of Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1957 | 25,172 | .43 | 3,671,764 | 63.43 | 1,618,978 | 27.97 | 472,648 | 8.17 | 5,788,568 | 100.00 |
| 1956 | 861,532 | 14.70 | 3,351,256 | 57.15 | 1,388,061 | 23.68 | 261,808 | 4.47 | 5,862,657 | 100.00 |
| 1955 | 3,392,525 | 47.31 | 2,738,428 | 38.19 | 823,014 | 11.48 | 216,587 | 3.02 | 7,170,554 | 100.00 |
| 1954 | 3,353,668 | 60.47 | 1,406,734 | 25.37 | 580,076 | 10.46 | 205,283 | 3.70 | 5,545,761 | 100.00 |
| 1953 | 3,217,295 | 56.36 | 1,605,228 | 28.12 | 664,881 | 11.65 | 221,147 | 3.87 | 5,708,551 | 100.00 |
| 1952 | 2,182,576 | 52.88 | 1,323,341 | 29.64 | 540,344 | 13.09 | 181,411 | 4.39 | 4,127,672 | 100.00 |

†—Based on new passenger car registrations of American made cars only, as reported by R. L. Polk & Co.

## Retail Dollar Volume of New Car Sales, by Price Classes, by Years.*

| Year | Under $2,000 Dollars | Under $2,000 % of Total | $2,001-$2,500 Dollars | $2,001-$2,500 % of Total | $2,501-$3,500 Dollars | $2,501-$3,500 % of Total | Over $3,500 Dollars | Over $3,500 % of Total | Total Dollars | Total % of Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 1957 | $44,535,948 | .29 | $8,318,411,583 | 54.62 | $4,585,537,672 | 30.11 | $2,281,590,981 | 14.98 | $15,230,076,184 | 100.00 |
| 1956 | 1,686,330,727 | 12.19 | 7,211,369,564 | 52.14 | 3,820,268,842 | 27.62 | 1,113,757,236 | 8.05 | 13,831,726,369 | 100.00 |
| 1955 | 6,444,944,567 | 40.57 | 6,239,448,805 | 39.27 | 2,320,724,016 | 14.61 | 882,544,448 | 5.55 | 15,887,661,836 | 100.00 |
| 1954 | 6,172,487,000 | 52.32 | 3,233,496,917 | 27.41 | 1,594,123,461 | 13.51 | 792,241,327 | 6.76 | 11,797,349,073 | 100.00 |
| 1953 | 5,750,463,000 | 47.96 | 3,590,122,000 | 29.94 | 1,823,301,000 | 15.21 | 826,422,000 | 6.89 | 11,990,308,000 | 100.00 |
| 1952 | 3,853,309,000 | 44.38 | 2,715,673,000 | 31.23 | 1,454,591,000 | 16.73 | 666,334,000 | 7.66 | 8,694,907,000 | 100.00 |

*—Calculated on the basis of new registrations of American made cars only, in conjunction with the advertised delivered price at factory of four-door sedan or equivalent model.

## New Truck Registrations, by Makes and G.V.W., 1957-1956

*Based on data from R. L. Polk & Co.*

| Make | Year | 5,000 lb and Less | 5,001-10,000 | 10,001-14,000 | 14,001-16,000 | 16,001-19,500 | 19,501-26,000 | 26,001-33,000 | 33,001- and Over | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| BROCKWAY | 1957 | .... | .... | .... | .... | 6 | 64 | 270 | 398 | 738 |
| | 1956 | .... | .... | .... | .... | 118 | 130 | 636 | * | 884 |
| CHEVROLET | 1957 | 174,074 | 46,958 | 10,904 | 52,391 | 6,633 | .... | .... | * | 290,960 |
| | 1956 | 178,100 | 47,964 | 11,348 | 60,021 | 4,712 | .... | .... | * | 302,145 |
| DIAMOND T | 1957 | .... | .... | .... | 1 | 182 | 1,340 | 1,579 | 370 | 3,472 |
| | 1956 | .... | .... | .... | 103 | 344 | 1,169 | 2,421 | * | 4,037 |
| DIVCO | 1957 | 7 | 1,752 | 724 | .... | 75 | .... | .... | .... | 2,558 |
| | 1956 | .... | 2,321 | 791 | .... | .... | .... | .... | .... | 3,112 |
| DODGE | 1957 | 23,386 | 11,160 | 489 | 3,510 | 6,242 | 3,981 | 507 | 156 | 49,431 |
| | 1956 | 22,872 | 17,633 | 2,634 | 7,968 | 3,755 | 2,125 | 664 | * | 57,651 |
| FORD | 1957 | 163,708 | 40,137 | 9,495 | 45,194 | 9,136 | 5,646 | 1,964 | 2,021 | 277,301 |
| | 1956 | 129,137 | 42,229 | 12,788 | 54,186 | 10,389 | 9,210 | 5,814 | * | 263,753 |
| F.W.D. | 1957 | .... | .... | .... | 22 | 35 | 83 | 192 | 101 | 433 |
| | 1956 | .... | .... | .... | 21 | 26 | 171 | 263 | * | 481 |
| G.M.C. | 1957 | 21,966 | 9,325 | 2,426 | 6,690 | 9,313 | 7,375 | 4,165 | 905 | 62,165 |
| | 1956 | 28,813 | 11,612 | 3,033 | 10,928 | 10,158 | 10,738 | 6,984 | * | 82,266 |
| INTERNATIONAL | 1957 | 27,721 | 14,270 | 5,753 | 4,954 | 16,270 | 13,971 | 10,248 | 5,769 | 96,956 |
| | 1956 | 20,696 | 23,830 | 4,957 | 7,514 | 18,129 | 15,733 | 17,155 | * | 108,014 |
| KENWORTH | 1957 | .... | .... | .... | .... | .... | .... | 119 | 887 | 1,006 |
| | 1956 | .... | .... | .... | .... | .... | .... | 1,239 | * | 1,239 |
| MACK | 1957 | .... | .... | .... | .... | 134 | 1,146 | 4,920 | 7,112 | 13,312 |
| | 1956 | .... | .... | .... | .... | 177 | 1,869 | 11,144 | * | 13,190 |
| PETERBILT | 1957 | .... | .... | .... | .... | .... | .... | 194 | 303 | 497 |
| | 1956 | .... | .... | .... | .... | .... | .... | 609 | * | 609 |
| REO | 1957 | .... | .... | .... | 66 | 141 | 543 | 768 | 549 | 2,067 |
| | 1956 | .... | .... | .... | 211 | 393 | 735 | 1,635 | * | 2,974 |
| STUDEBAKER | 1957 | 4,277 | 1,174 | 237 | 398 | 459 | 2 | .... | .... | 6,547 |
| | 1956 | 5,771 | 1,476 | 319 | 1,142 | .... | .... | .... | .... | 8,708 |
| WHITE | 1957 | .... | .... | .... | .... | 295 | 685 | 8,695 | 2,816 | 12,491 |
| | 1956 | .... | .... | .... | .... | 350 | 1,053 | 13,734 | * | 15,137 |
| WILLYS JEEP | 1957 | 6,678 | .... | .... | .... | .... | .... | .... | .... | 6,678 |
| | 1956 | 9,131 | .... | .... | .... | .... | .... | .... | .... | 9,131 |
| WILLYS TRUCK | 1957 | 14,247 | 1,080 | .... | .... | .... | .... | .... | .... | 15,327 |
| | 1956 | 7,490 | 6,867 | .... | .... | .... | .... | .... | .... | 14,357 |
| ALL OTHERS | 1957 | 15,262 | .... | .... | .... | 13 | 181 | 334 | 356 | 16,146 |
| | 1956 | 5,463 | .... | 4 | .... | 4 | 239 | 968 | * | 5,460 |
| TOTAL | 1957 | 451,326 | 125,856 | 28,028 | 113,226 | 48,934 | 35,017 | 33,955 | 21,743 | 858,085 |
| | 1956 | 407,473 | 153,932 | 35,874 | 142,094 | 48,555 | 43,172 | 63,266 | * | 894,366 |
| % OF TOTAL | 1957 | 52.60% | 14.67% | 3.27% | 13.19% | 5.70% | 4.08% | 3.96% | 2.53% | 100.00% |
| | 1956 | 45.56% | 17.21% | 4.01% | 15.89% | 5.43% | 4.83% | 7.07% | * | 100.00% |

# U. S. Motor Vehicle Registrations, 1900-1957

These data do not include publicly owned vehicles of which there were approximately 775,000 in 1956.

| Year | PASSENGER CARS | | | TRUCKS AND BUSES | | | TOTAL VEHICLES | |
|---|---|---|---|---|---|---|---|---|
| | Units | Per Cent of Total | Per Cent Increase | Units | Per Cent of Total | Per Cent Increase | Units | Per Cent Increase |
| 1900 | 8,000 | .... | 150 | ..... | .... | .... | 8,000 | 150 |
| 1901 | 14,800 | .... | 85 | ..... | .... | .... | 14,800 | 85 |
| 1902 | 23,000 | .... | 55 | ..... | .... | .... | 23,000 | 55 |
| 1903 | 32,920 | .... | 43 | ..... | .... | .... | 32,920 | 43 |
| 1904 | 54,590 | 98.7 | 66 | 700 | 1.3 | 100 | 55,290 | 68 |
| 1905 | 77,400 | 98.2 | 42 | 1,400 | 1.8 | 100 | 78,800 | 43 |
| 1906 | 105,900 | 98.0 | 37 | 2,200 | 2.0 | 57 | 108,100 | 37 |
| 1907 | 140,300 | 98.0 | 33 | 2,900 | 2.0 | 32 | 143,200 | 32 |
| 1908 | 194,400 | 98.0 | 38 | 4,000 | 2.0 | 38 | 198,400 | 38 |
| 1909 | 305,950 | 98.1 | 57 | 6,050 | 1.9 | 51 | 312,000 | 57 |
| 1910 | 458,377 | 97.8 | 50 | 10,123 | 2.2 | 65 | 468,500 | 50 |
| 1911 | 618,727 | 96.8 | 35 | 20,773 | 3.2 | 105 | 639,500 | 36 |
| 1912 | 901,596 | 95.5 | 46 | 42,404 | 4.5 | 104 | 944,000 | 48 |
| 1913 | 1,190,393 | 94.6 | 32 | 67,667 | 5.4 | 60 | 1,258,060 | 33 |
| 1914 | 1,664,003 | 94.4 | 36 | 99,015 | 5.6 | 46 | 1,763,018 | 40 |
| 1915 | 2,332,426 | 93.6 | 42 | 158,506 | 6.4 | 60 | 2,490,932 | 41 |
| 1916 | 3,367,889 | 93.1 | 43 | 250,048 | 6.9 | 58 | 3,617,937 | 45 |
| 1917 | 4,727,468 | 92.4 | 42 | 391,057 | 7.6 | 56 | 5,118,525 | 41 |
| 1918 | 5,554,952 | 90.2 | 21 | 605,496 | 9.8 | 55 | 6,160,448 | 20 |
| 1919 | 6,679,133 | 88.2 | 21 | 897,755 | 11.8 | 48 | 7,576,888 | 23 |
| 1920 | 8,131,522 | 88.0 | 22 | 1,107,639 | 12.0 | 23 | 9,239,161 | 22 |
| 1921 | 9,212,158 | 87.8 | 14 | 1,281,508 | 12.2 | 16 | 10,493,666 | 11 |
| 1922 | 10,704,076 | 87.2 | 16 | 1,569,523 | 12.8 | 22 | 12,273,599 | 17 |
| 1923 | 13,253,019 | 87.8 | 24 | 1,849,086 | 12.2 | 18 | 15,102,105 | 23 |
| 1924 | 15,436,102 | 87.6 | 15 | 2,176,838 | 12.4 | 18 | 17,612,940 | 17 |
| 1925 | 17,439,701 | 87.5 | 13 | 2,501,023 | 12.5 | 15 | 19,940,724 | 13 |
| 1926 | 19,220,885 | 87.3 | 10 | 2,831,674 | 12.7 | 13 | 22,052,559 | 11 |
| 1927 | 20,142,120 | 87.2 | 5 | 2,997,439 | 12.8 | 6 | 23,139,559 | 5 |
| 1928 | 21,308,159 | 87.1 | 6 | 3,203,524 | 12.9 | 7 | 24,511,683 | 6 |
| 1929 | 23,060,421 | 87.1 | 8 | 3,442,087 | 12.9 | 7 | 26,502,508 | 8 |
| 1930 | 22,972,745 | 86.7 | —0.4 | 3,559,254 | 13.3 | 3.4 | 26,531,999 | 0.1 |
| 1931 | 22,420,629 | 86.3 | —2.4 | 3,573,267 | 13.7 | 0.4 | 25,993,896 | —2.0 |
| 1932 | 20,994,092 | 86.2 | —6.4 | 3,347,730 | 13.8 | —6.3 | 24,341,822 | —6.4 |
| 1933 | 20,557,493 | 86.2 | —2.1 | 3,292,439 | 13.8 | —1.7 | 23,849,932 | —2.0 |
| 1934 | 21,535,199 | 86.6 | 4.7 | 3,346,268 | 13.4 | 1.6 | 24,881,467 | 4.3 |
| 1935 | 22,513,715 | 86.1 | 4.5 | 3,644,997 | 13.9 | 8.9 | 26,158,712 | 5.1 |
| 1936 | 24,044,432 | 85.6 | 6.8 | 4,047,277 | 14.4 | 11.0 | 28,091,709 | 7.4 |
| 1937 | 25,356,786 | 85.5 | 5.5 | 4,292,484 | 14.5 | 6.1 | 29,649,270 | 5.5 |
| 1938 | 25,264,589 | 85.5 | —0.4 | 4,283,395 | 14.5 | —0.2 | 29,547,984 | —0.3 |
| 1939 | 26,147,798 | 85.3 | 3.5 | 4,496,770 | 14.7 | 5.0 | 30,644,568 | 3.7 |
| 1940 | 27,240,475 | 85.3 | 4.2 | 4,683,376 | 14.7 | 4.1 | 31,923,851 | 4.2 |
| 1941 | 29,240,417 | 85.6 | 7.3 | 4,911,990 | 14.4 | 4.9 | 34,152,407 | 7.0 |
| 1942 | 27,683,529 | 85.4 | —5.3 | 4,741,298 | 14.6 | —3.5 | 32,424,827 | —5.1 |
| 1943 | 25,841,215 | 84.7 | —6.7 | 4,657,882 | 15.3 | —1.8 | 30,499,097 | —6.0 |
| 1944 | 25,298,639 | 84.6 | —2.1 | 4,611,966 | 15.4 | —1.0 | 29,910,605 | —1.9 |
| 1945 | 25,398,824 | 83.5 | 0.4 | 5,025,233 | 16.5 | 9.0 | 30,424,057 | 1.7 |
| 1946 | 27,834,543 | 83.6 | 9.6 | 5,858,813 | 17.4 | 16.6 | 33,693,356 | 10.7 |
| 1947 | 30,482,007 | 81.8 | 9.6 | 6,754,256 | 18.2 | 15.4 | 37,236,263 | 10.6 |
| 1948 | 33,011,780 | 81.5 | 8.3 | 7,490,343 | 18.5 | 11.0 | 40,502,123 | 8.9 |
| 1949 | 36,235,930 | 82.3 | 9.8 | 7,770,852 | 17.7 | 3.7 | 44,006,782 | 8.6 |
| 1950 | 39,952,969 | 82.8 | 10.2 | 8,318,721 | 17.2 | 7.0 | 48,271,690 | 9.7 |
| 1951 | 42,123,278 | 82.7 | 5.4 | 8,834,741 | 17.3 | 6.2 | 50,958,019 | 5.6 |
| 1952 | 43,323,355 | 82.6 | 2.8 | 9,131,021 | 17.4 | 3.4 | 52,454,376 | 2.9 |
| 1953 | 46,251,460 | 83.2 | 6.8 | 9,343,274 | 16.8 | 2.3 | 55,594,734 | 6.0 |
| 1954 | 48,174,447 | 83.0 | 4.2 | 9,875,683 | 17.0 | 5.7 | 58,050,130 | 4.4 |
| 1955 | 51,923,136 | 83.7 | 7.8 | 10,116,373 | 16.3 | 2.4 | 62,039,509 | 6.9 |
| 1956 | 54,066,619 | 83.8 | 4.1 | 10,428,106 | 16.2 | 3.1 | 64,494,725 | 4.0 |
| 1957 | 55,928,575 | 83.9 | 3.4 | 10,742,494 | 16.1 | 3.0 | 66,671,069 | 3.4 |

—Denotes decrease. Sources: Public Roads Administration through 1930; 1931 to 1957 Automotive Industries count.

## Total U. S. Motor Vehicle Registrations by Regions, 1954-1957

| Zone | Region | 1957 Units | 1957 % of Total | 1956 Units | 1956 % of Total | 1955 Units | 1955 % of Total | 1954 Units | 1954 % of Total |
|---|---|---|---|---|---|---|---|---|---|
| 1 | New England | 3,687,258 | 5.53 | 3,555,547 | 5.51 | 3,428,877 | 5.53 | 3,237,755 | 5.58 |
| 2 | Middle Atlantic | 10,809,678 | 16.22 | 10,827,636 | 16.79 | 10,489,428 | 16.91 | 9,682,596 | 16.99 |
| 3 | South Atlantic | 8,943,233 | 13.41 | 8,423,538 | 13.06 | 8,028,473 | 12.94 | 7,315,802 | 12.60 |
| 4 | East North Central | 13,897,419 | 20.85 | 13,582,410 | 21.06 | 12,974,048 | 20.91 | 12,219,365 | 21.05 |
| 5 | East South Central | 3,987,207 | 5.98 | 3,856,392 | 5.98 | 3,694,606 | 5.96 | 3,480,110 | 6.00 |
| 6 | West North Central | 6,788,309 | 10.18 | 6,442,680 | 9.99 | 6,307,469 | 10.17 | 6,062,206 | 10.44 |
| 7 | West South Central | 6,796,490 | 10.19 | 6,527,125 | 10.12 | 6,333,989 | 10.21 | 5,886,343 | 10.14 |
| 8 | Mountain | 3,011,585 | 4.52 | 2,869,678 | 4.45 | 2,745,915 | 4.43 | 2,543,047 | 4.38 |
| 9 | Pacific | 8,749,890 | 13.12 | 8,409,719 | 13.04 | 8,036,704 | 12.94 | 7,442,906 | 12.82 |
| | Total—United States | 66,671,069 | 100.00 | 64,494,725 | 100.00 | 62,039,509 | 100.00 | 58,050,130 | 100.00 |

States in the various regions are: Zone 1: Conn., Me., Mass., N. H., R. I., Vt.—Zone 2: N. J., N. Y., Pa.—Zone 3: Del., D. of C., Fla., Ga., Md., N. C., S. C., Va., W. Va.—Zone 4: Ill. ,Ind., Mich., Ohio, Wis.—Zone 5: Ala., Ky., Miss., Tenn.—Zone 6: Iowa, Kan., Minn., Mo., Neb., N. D., S. D.—Zone 7: Ark., La., Okla., Tex.—Zone 8: Ariz., Colo., Ida., Mont., Nev., N. M., Utah, Wyo.—Zone 9: Cal., Ore., Wash.

## 1957 U. S. Motor Vehicle Registrations, by States

### As of the End of the Registration Year

*These data do not include publicly owned vehicles of which there were approximately 775,000 in 1956*

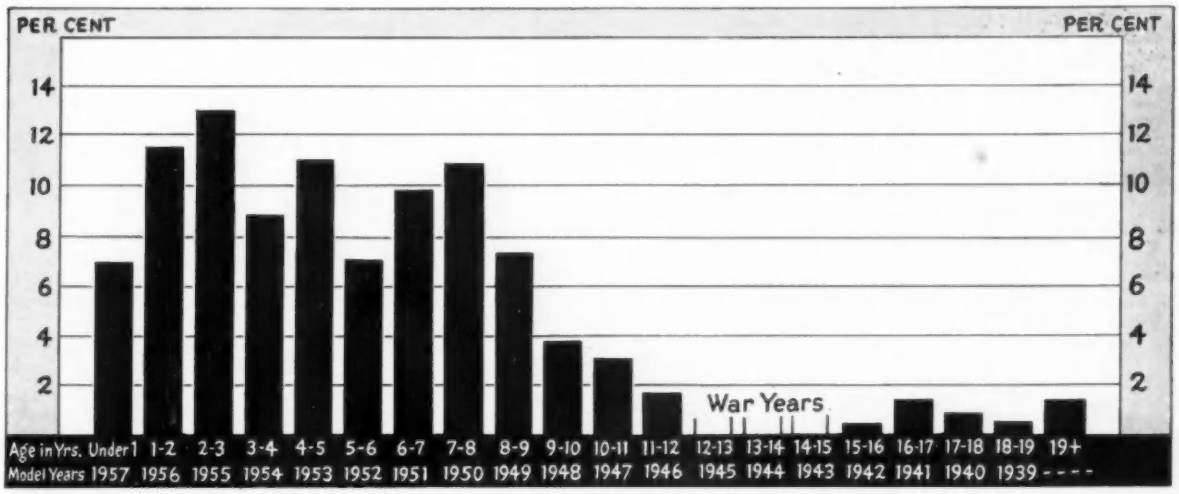
| State | Passenger Cars[1] | Trucks | Buses | Total Motor Vehicles | Taxicabs[1] | Motorcycles | Trailers—Semi-Trailers: Tourist[2] | Trailers—Semi-Trailers: Commercial | Trailers—Semi-Trailers: Total |
|---|---|---|---|---|---|---|---|---|---|
| Alabama | 868,665 | 196,769 | 1,218 | 1,066,652 | 2,208 | 8,358 | .... | 17,958 | 17,958 |
| Arizona | 380,030 | 99,037 | 805 | 479,872 | 180 | 4,300 | 35,484 | 10,045 | 45,529 |
| Arkansas | 434,204 | 182,402 | 766 | 617,372 | 563 | 3,420 | .... | 40,581 | 40,581 |
| California | 5,877,170 | 840,202 | (2) | 6,717,372 | (2) | 57,035 | .... | 584,116 | 584,116 |
| Colorado | 632,198 | 177,848 | (3) | 810,046 | (3) | 6,235 | .... | .... | 52,358 |
| Connecticut | 888,735 | 110,203 | 3,147 | 1,002,085 | 746 | 4,835 | 26,018 | 8,154 | 34,172 |
| Delaware | 120,861 | 35,424 | (2) | 156,285 | (3) | 660 | .... | .... | 10,353 |
| Dist. of Columbia | 174,000 | 17,750 | 1,890 | 193,640 | 9,579 | 566 | .... | .... | 1,438 |
| Florida | 1,678,791 | 260,978 | 6,578 | 1,946,347 | 32,316 | 23,794 | 155,600 | 46,309 | 201,909 |
| Georgia | 1,053,208 | 247,685 | 2,906 | 1,303,799 | .... | 8,559 | 32,945 | 15,166 | 48,111 |
| Idaho | 244,000 | 86,000 | 500 | 330,500 | .... | 1,869 | 38,900 | 200 | 39,100 |
| Illinois | 3,076,905 | 434,755 | 1,674 | 3,513,334 | 8,721 | 24,788 | .... | .... | 116,604 |
| Indiana | 1,625,000 | 320,000 | 8,000 | 1,953,000 | .... | 17,000 | 7,300 | 143,000 | 150,300 |
| Iowa | 968,500 | 218,100 | (2) | 1,186,600 | .... | 9,175 | .... | .... | 119,732 |
| Kansas | 921,820 | 412,830 | 300 | 1,334,950 | .... | 9,466 | .... | .... | 24,890 |
| Kentucky | 879,165 | 212,354 | 1,419 | 1,092,938 | 1,892 | 5,370 | .... | .... | 13,269 |
| Louisiana | 863,731 | 295,217 | 4,457 | 1,063,405 | 2,614 | 7,574 | 36,661 | 21,833 | 58,494 |
| Maine | 275,168 | 70,243 | 210 | 345,621 | 850 | 1,593 | .... | .... | 33,441 |
| Maryland | 891,965 | 135,476 | 5,875 | 1,033,316 | 2,721 | 4,755 | .... | 29,216 | 29,216 |
| Massachusetts | 1,473,629 | 180,166 | 6,619 | 1,660,414 | .... | 5,522 | .... | .... | 91,126 |
| Michigan | 2,806,789 | 381,414 | (2) | 3,188,203 | (3) | 28,322 | 23,841 | 298,132 | 321,973 |
| Minnesota | 1,158,583 | 241,170 | 4,953 | 1,404,706 | .... | 9,449 | 28,811 | 38,982 | 67,793 |
| Mississippi | 460,971 | 171,496 | 1,500 | 633,967 | 898 | 2,200 | 15,600 | 9,082 | 24,682 |
| Missouri | 1,266,173 | 294,907 | 4,900 | 1,565,980 | .... | 6,800 | 56,000 | 42,000 | 98,000 |
| Montana | 243,500 | 101,177 | (2) | 344,677 | .... | 1,532 | 15,291 | 12,550 | 27,841 |
| Nebraska | 504,303 | 148,712 | 1,218 | 654,233 | 469 | 4,487 | 56,545 | 11,161 | 67,706 |
| Nevada | 106,550 | 29,794 | (2) | 136,344 | (3) | 1,551 | .... | .... | 10,125 |
| New Hampshire | 190,000 | 34,900 | (2) | 224,900 | (3) | 1,500 | .... | .... | 16,750 |
| New Jersey | 1,868,142 | 273,278 | 9,532 | 2,150,952 | (3) | 10,111 | .... | .... | 47,517 |
| New Mexico | 275,201 | 92,441 | 1,573 | 369,215 | 281 | 5,406 | .... | .... | 22,296 |
| New York | 4,258,700 | 493,000 | 19,400 | 4,771,100 | 26,700 | 14,000 | .... | .... | 145,000 |
| North Carolina | 1,249,861 | 297,306 | 13,966 | 1,561,132 | 3,616 | 8,060 | 84,229 | 24,001 | 108,230 |
| North Dakota | 212,500 | 103,000 | 70 | 315,570 | (3) | 900 | 1,957 | 650 | 2,607 |
| Ohio | 3,350,000 | 419,000 | 4,000 | 3,773,000 | .... | 26,857 | 13,399 | 212,783 | 226,182 |
| Oklahoma | 803,694 | 250,949 | 1,070 | 1,055,713 | 1,490 | 10,968 | 7,130 | 14,916 | 22,046 |
| Oregon | 744,385 | 68,994 | 1,222 | 814,601 | (3) | 5,526 | 13,218 | 20,724 | 33,942 |
| Pennsylvania | 3,358,071 | 517,189 | 12,366 | 3,887,626 | 4,198 | 25,240 | 68,767 | 43,894 | 112,661 |
| Rhode Island | 273,018 | 37,146 | 574 | 319,738 | 313 | 1,456 | .... | 14,683 | 14,683 |
| South Carolina | 652,599 | 149,621 | 1,986 | 804,206 | 1,849 | 5,939 | 2,532 | 15,787 | 18,319 |
| South Dakota | 240,000 | 86,000 | 270 | 326,270 | .... | 1,750 | .... | 38,500 | 38,500 |
| Tennessee | 972,650 | 219,000 | 2,000 | 1,193,650 | 2,650 | 6,500 | 6,000 | .... | 6,000 |
| Texas | 3,250,000 | 896,100 | 3,900 | 4,060,000 | .... | 35,000 | 26,000 | 240,000 | 266,000 |
| Utah | 296,000 | 67,600 | 400 | 364,000 | .... | 1,554 | .... | .... | 8,700 |
| Vermont | 128,000 | 15,400 | 100 | 143,500 | (3) | 958 | .... | .... | 9,816 |
| Virginia | 1,111,782 | 218,706 | 2,379 | 1,332,887 | 4,072 | 9,576 | 38,054 | 20,816 | 58,870 |
| Washington | 1,003,725 | 211,938 | 2,254 | 1,217,917 | 992 | 6,249 | 75,361 | 18,748 | 94,109 |
| West Virginia | 480,825 | 130,000 | 815 | 611,640 | 825 | 2,000 | 700 | 6,500 | 7,200 |
| Wisconsin | 1,221,500 | 244,016 | 4,366 | 1,469,882 | .... | 9,972 | 8,842 | 17,503 | 26,348 |
| Wyoming | 123,308 | 53,623 | (3) | 176,931 | (3) | 963 | 7,418 | 13,461 | 20,879 |
| Total | 55,928,576 | 10,601,316 | 141,178 | 66,671,069 | 110,743 | 449,700 | 882,603 | 2,031,431 | 3,637,452 |

(1)—Includes taxicabs. (2)—Included with trucks. (3)—Included with passenger cars. (4)—Included with passenger cars but shown separately for convenience of our readers. (5)—Includes light 2-wheel trailers. (6)—Included with buses.

**Note:** In the above tabulation we have endeavored to make as accurate a count as existing conditions permit. This census is compiled from material secured direct from the state motor vehicle commissioners. Wherever possible, duplications occasioned by transfers and non-resident registrations have been eliminated. Data are for the registration year, even though this necessitates partial estimates, in the case of those states whose registration year ends February or March of the following year.

***For Car and Truck Registrations in the 115 Leading Counties, see page 162***

## 91% OF CARS ARE UNDER 10 YEARS OF AGE




## Number and Per Cent of Cars in Use, by Age Groups*

| Age in Years | 1957 Units | 1957 % of Total Simple | 1957 % of Total Cumul. | 1956 Units | 1956 % of Total Simple | 1956 % of Total Cumul. | 1955 Units | 1955 % of Total Simple | 1955 % of Total Cumul. | 1954 Units | 1954 % of Total Simple | 1954 % of Total Cumul. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Under 1 | 3,606,605 | 7.03 | 7.03 | 3,963,476 | 7.97 | 7.97 | 4,135,548 | 8.78 | 8.78 | 2,620,354 | 5.91 | 5.91 |
| 1-2 | 5,916,162 | 11.53 | 18.56 | 6,700,917 | 13.48 | 21.45 | 4,859,042 | 9.72 | 18.50 | 5,717,841 | 12.91 | 18.82 |
| 2-3 | 6,699,679 | 13.05 | 31.61 | 4,582,918 | 9.22 | 30.67 | 5,723,459 | 12.15 | 30.65 | 3,698,425 | 8.35 | 27.17 |
| 3-4 | 4,576,684 | 8.92 | 40.53 | 5,700,487 | 11.47 | 42.14 | 3,674,973 | 7.80 | 38.45 | 5,443,347 | 12.29 | 39.46 |
| 4-5 | 5,652,209 | 11.01 | 51.54 | 3,638,120 | 7.32 | 49.46 | 5,386,532 | 11.43 | 49.88 | 6,179,050 | 13.95 | 53.41 |
| 5-6 | 3,675,240 | 6.97 | 58.51 | 5,290,075 | 10.64 | 60.10 | 6,102,453 | 12.95 | 62.83 | 4,898,498 | 11.06 | 64.47 |
| 6-7 | 5,072,314 | 9.88 | 68.39 | 5,913,977 | 11.90 | 72.00 | 4,772,516 | 10.13 | 72.96 | 2,884,520 | 6.51 | 70.98 |
| 7-8 | 5,538,667 | 10.79 | 79.18 | 4,434,174 | 80.92 | 80.92 | 2,765,944 | 5.87 | 78.83 | 2,821,467 | 6.37 | 77.35 |
| 8-9 | 3,870,956 | 7.54 | 86.72 | 2,466,246 | 4.96 | 85.88 | 2,607,579 | 5.53 | 84.36 | 1,822,273 | 4.11 | 81.46 |
| 9-10 | 2,020,999 | 3.94 | 90.66 | 2,162,001 | 4.35 | 90.23 | 1,623,817 | 3.45 | 87.81 | ..... | .... | .... |
| 10-11 | 1,637,011 | 3.19 | 93.85 | 1,277,475 | 2.57 | 92.80 | ..... | .... | .... | ..... | .... | .... |
| 11-12 | 890,616 | 1.73 | 95.58 | ..... | .... | .... | ..... | .... | .... | ..... | .... | .... |
| 12-13 | ..... | .... | .... | ..... | .... | .... | ..... | .... | .... | 640,824 | 1.45 | 82.91 |
| 13-14 | ..... | .... | .... | ..... | .... | .... | 463,973 | .98 | 88.79 | 2,461,832 | 5.56 | 88.47 |
| 14-15 | ..... | .... | .... | 294,056 | .59 | 93.39 | 1,781,923 | 3.78 | 92.57 | 1,691,402 | 3.82 | 92.29 |
| 15-16 | 184,519 | .36 | 95.94 | 1,126,528 | 2.27 | 95.66 | 1,204,688 | 2.56 | 95.13 | 1,015,210 | 2.29 | 94.58 |
| 16-17 | 698,539 | 1.36 | 97.30 | 755,465 | 1.52 | 97.18 | 692,726 | 1.47 | 96.60 | 516,939 | 1.17 | 95.75 |
| 17-18 | 475,853 | .93 | 98.23 | 419,680 | .84 | 98.02 | 343,653 | .73 | 97.33 | 746,447 | 1.68 | 97.43 |
| 18-19 | 260,686 | .51 | 98.74 | 206,417 | .42 | 98.44 | 481,076 | 1.02 | 98.35 | 444,275 | 1.00 | 98.43 |
| 19 and older | 646,193 | 1.26 | .... | 774,202 | 1.56 | .... | 773,168 | 1.65 | .... | 698,642 | 1.57 | .... |
| Total | 51,323,932 | 100.00 | 100.00 | 49,706,214 | 100.00 | 100.00 | 47,122,890 | 100.00 | 100.00 | 44,301,346 | 100.00 | 100.00 |
| Age not known | 109,528 | .... | .... | 97,763 | .... | .... | 255,080 | .... | .... | 85,767 | .... | .... |
| Total in use | 51,432,460 | .... | .... | 49,803,977 | .... | .... | 47,377,970 | .... | .... | 44,387,113 | .... | .... |
| Average age of known models | 5.51 yrs. | | | 5.55 yrs. | | | 5.85 yrs. | | | 6.17 yrs. | | |

*—Based on data from The Reuben H. Donnelley Corp. as of July 1 of each year.

## Number and Per Cent of Trucks in Use, by Age Groups*

| Age in Years | 1957 Units | 1957 % of Total Simple | 1957 % of Total Cumul. | 1956 Units | 1956 % of Total Simple | 1956 % of Total Cumul. | 1955 Units | 1955 % of Total Simple | 1955 % of Total Cumul. | 1954 Units | 1954 % of Total Simple | 1954 % of Total Cumul. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Under 1 | 406,138 | 4.18 | 4.18 | 488,692 | 5.14 | 5.14 | 501,841 | 5.51 | 5.51 | 408,880 | 4.67 | 4.67 |
| 1-2 | 840,858 | 8.66 | 12.84 | 923,404 | 9.71 | 14.85 | 689,919 | 7.57 | 13.08 | 842,041 | 9.61 | 14.28 |
| 2-3 | 918,848 | 9.46 | 22.30 | 688,828 | 7.24 | 22.09 | 846,981 | 9.30 | 22.38 | 786,008 | 8.97 | 23.25 |
| 3-4 | 675,750 | 6.96 | 29.26 | 843,657 | 8.87 | 30.96 | 776,276 | 8.52 | 30.90 | 1,055,119 | 12.04 | 46.32 |
| 4-5 | 819,688 | 8.44 | 37.70 | 763,474 | 8.03 | 38.99 | 953,787 | 10.47 | 41.37 | 1,055,119 | 12.04 | 46.32 |
| 5-6 | 738,951 | 7.61 | 45.31 | 933,160 | 9.81 | 48.80 | 1,036,818 | 11.38 | 52.75 | 880,347 | 10.04 | 56.36 |
| 6-7 | 899,406 | 9.26 | 54.57 | 1,011,260 | 10.64 | 59.44 | 862,071 | 9.46 | 62.21 | 866,072 | 9.88 | 66.24 |
| 7-8 | 969,071 | 9.98 | 64.55 | 831,542 | 8.75 | 68.19 | 831,940 | 9.13 | 71.34 | 664,221 | 7.58 | 73.82 |
| 8-9 | 787,591 | 8.11 | 72.66 | 789,457 | 8.30 | 76.49 | 624,674 | 6.86 | 78.20 | 594,195 | 6.78 | 80.60 |
| 9-10 | 727,784 | 7.48 | 80.14 | 576,708 | 6.07 | 82.56 | 551,858 | 6.06 | 84.26 | 114,918 | 1.31 | 81.91 |
| 10-11 | 516,350 | 5.32 | 85.46 | 501,353 | 5.27 | 87.83 | 107,019 | 1.17 | 85.43 | 46,618 | .53 | 82.44 |
| 11-12 | 446,414 | 4.60 | 90.06 | 96,535 | 1.02 | 88.85 | 42,815 | .47 | 85.90 | 17,074 | .19 | 82.63 |
| 12-13 | 85,327 | .88 | 90.94 | 38,548 | .41 | 89.26 | 14,821 | .16 | 86.06 | 168,562 | 1.92 | 84.55 |
| 13-14 | 33,135 | .34 | 91.28 | 14,041 | .15 | 89.41 | 148,315 | 1.63 | 87.69 | 349,884 | 3.99 | 88.54 |
| 14-15 | 13,111 | .13 | 91.41 | 130,361 | 1.37 | 90.78 | 304,021 | 3.34 | 91.03 | 238,384 | 2.72 | 91.26 |
| 15-16 | 111,786 | 1.15 | 92.56 | 253,298 | 2.66 | 93.44 | 202,159 | 2.22 | 93.25 | 168,497 | 1.92 | 93.18 |
| 16-17 | 213,678 | 2.20 | 94.76 | 164,086 | 1.73 | 95.17 | 141,254 | 1.55 | 94.80 | 108,335 | 1.24 | 94.42 |
| 17-18 | 135,968 | 1.40 | 96.16 | 111,956 | 1.18 | 96.35 | 88,925 | .97 | 95.77 | 154,414 | 1.76 | 96.18 |
| 18-19 | 91,321 | .94 | 97.10 | 69,447 | .73 | 97.08 | 125,032 | 1.37 | 97.14 | 116,249 | 1.33 | 97.51 |
| 19 and older | 281,689 | 2.90 | .... | 278,134 | 2.92 | .... | 260,754 | 2.86 | .... | 218,076 | 2.49 | .... |
| Total | 9,912,864 | 100.00 | 100.00 | 9,507,941 | 100.00 | 100.00 | 9,111,280 | 100.00 | 100.00 | 8,764,408 | 100.00 | 100.00 |
| Age not known | 63,086 | .... | .... | 36,141 | .... | .... | 51,164 | .... | .... | 36,000 | .... | .... |
| Total in use | 9,775,950 | .... | .... | 9,544,082 | .... | .... | 9,162,444 | .... | .... | 8,800,408 | .... | .... |
| Average age of known models | 6.97 yrs. | | | 6.74 yrs. | | | 6.71 yrs. | | | 6.58 yrs. | | |

*—Based on data from The Reuben H. Donnelley Corp. as of July 1 of each year.

# CARS IN USE BY MAKES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D.C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUICK | '57 | 4088 | 1480 | 1485 | 20261 | 1868 | 2963 | 722 | 897 | 7225 | 4300 | 671 | 18139 | 8262 | 4027 | 3267 | 3679 | 3543 | 944 | 2903 | 5942 | 17985 | 5672 | 1915 | 3708 | 949 |
| | '56 | 8104 | 2891 | 2991 | 51160 | 4182 | 7471 | 1672 | 2180 | 16455 | 8762 | 2110 | 37718 | 15603 | 7294 | 6786 | 6781 | 7616 | 2072 | 7891 | 13884 | 34587 | 9921 | 3957 | 9614 | 1879 |
| | '55 | 8745 | 4071 | 3659 | 79718 | 5502 | 9869 | 2132 | 3051 | 19807 | 9792 | 2422 | 49859 | 23136 | 9066 | 8270 | 8599 | 8234 | 2320 | 9189 | 17807 | 52195 | 11567 | 4182 | 13633 | 1930 |
| | '54 | 5072 | 2313 | 2047 | 38824 | 3836 | 6720 | 1151 | 1661 | 12276 | 5624 | 1548 | 32956 | 14379 | 6417 | 5694 | 5140 | 5006 | 1669 | 6693 | 11880 | 27889 | 8151 | 2506 | 7940 | 1434 |
| | '53 | 6923 | 2822 | 2701 | 38125 | 4365 | 7006 | 1272 | 1736 | 13605 | 7552 | 1778 | 34489 | 14707 | 6664 | 6090 | 6189 | 6155 | 1967 | 5970 | 12993 | 26461 | 9733 | 3009 | 9057 | 1579 |
| | '52 | 3739 | 1866 | 1697 | 25472 | 3257 | 4217 | 715 | 1037 | 8265 | 4405 | 1347 | 19435 | 8789 | 4087 | 3950 | 3744 | 3600 | 1294 | 3756 | 7761 | 14264 | 5709 | 2019 | 5578 | 1122 |
| | '51 | 5164 | 2371 | 2034 | 34787 | 4381 | 5605 | 916 | 1364 | 9847 | 5710 | 1630 | 24253 | 11030 | 5928 | 5027 | 5270 | 4319 | 1692 | 4504 | 10139 | 15909 | 7398 | 2480 | 6986 | 1418 |
| | '50 | 8867 | 3719 | 3238 | 58622 | 7514 | 8913 | 1363 | 2175 | 15896 | 8797 | 2540 | 34727 | 16174 | 9777 | 7801 | 8696 | 7174 | 2691 | 6407 | 15304 | 21984 | 12283 | 4049 | 11372 | 2242 |
| | '49 | 2726 | 1504 | 1058 | 26413 | 2703 | 4572 | 553 | 1021 | 6233 | 2638 | 1081 | 13609 | 6254 | 3926 | 2967 | 3697 | 2611 | 1232 | 3363 | 7883 | 7778 | 4310 | 1420 | 4620 | 771 |
| | '48 | 1425 | 877 | 586 | 16504 | 1510 | 2485 | 372 | 500 | 3192 | 1496 | 576 | 6323 | 3352 | 2075 | 1552 | 1953 | 1139 | 743 | 2296 | 4370 | 4655 | 2498 | 733 | 2465 | 426 |
| | '47 | 1280 | 865 | 501 | 14699 | 1463 | 2381 | 304 | 348 | 2768 | 1224 | 541 | 5357 | 2858 | 1677 | 1386 | 1817 | 973 | 731 | 1353 | 3994 | 3140 | 2135 | 721 | 2209 | 407 |
| | '46 | 623 | 411 | 211 | 7166 | 652 | 1054 | 114 | 168 | 1271 | 563 | 278 | 2048 | 1196 | 773 | 619 | 768 | 490 | 328 | 667 | 1666 | 1225 | 912 | 330 | 971 | 178 |
| | '45-'42 | 121 | 108 | 37 | 1930 | 143 | 200 | 19 | 19 | 199 | 121 | 70 | 384 | 230 | 165 | 103 | 124 | 101 | 42 | 476 | 208 | 158 | 166 | 71 | 165 | 45 |
| | '41 | 572 | 433 | 203 | 10307 | 756 | 1249 | 88 | 134 | 1157 | 548 | 326 | 1722 | 949 | 728 | 713 | 588 | 421 | 276 | 508 | 1599 | 991 | 935 | 269 | 847 | 215 |
| | '40 | 390 | 263 | 148 | 7165 | 496 | 1039 | 96 | 113 | 924 | 437 | 226 | 1383 | 720 | 575 | 471 | 468 | 256 | 337 | 628 | 1502 | 887 | 775 | 194 | 658 | 141 |
| | '39 | 194 | 119 | 69 | 3000 | 226 | 528 | 40 | 51 | 376 | 178 | 66 | 635 | 306 | 302 | 217 | 224 | 109 | 159 | 247 | 603 | 360 | 409 | 103 | 320 | 72 |
| | Before '39 | 220 | 285 | 87 | 7566 | 611 | 1011 | 69 | 113 | 626 | 271 | 192 | 1285 | 676 | 613 | 442 | 356 | 133 | 287 | 496 | 1091 | 774 | 835 | 125 | 512 | 160 |
| | Unid.* | 59 | 17 | 15 | 87 | 20 | 41 | 186 | 235 | 349 | 219 | 19 | 285 | 117 | 82 | 23 | 47 | 82 | 9 | 375 | 154 | 266 | 28 | 53 | 40 | 21 |
| | Total | 58112 | 26415 | 22767 | 441806 | 43485 | 67324 | 11784 | 16803 | 120471 | 62637 | 17421 | 284607 | 128738 | 64176 | 55378 | 58140 | 51962 | 18793 | 57622 | 118780 | 231488 | 83437 | 28136 | 80695 | 14989 |
| CADILLAC | '57 | 835 | 623 | 432 | 10285 | 573 | 1122 | 246 | 495 | 3278 | 1250 | 194 | 6264 | 2155 | 864 | 869 | 684 | 995 | 243 | 843 | 1955 | 7010 | 1359 | 440 | 1223 | 317 |
| | '56 | 1482 | 1022 | 687 | 19013 | 1248 | 2045 | 412 | 843 | 6922 | 2073 | 539 | 11216 | 3641 | 1483 | 1413 | 1146 | 1865 | 445 | 1664 | 3318 | 8622 | 2135 | 746 | 2479 | 487 |
| | '55 | 1218 | 927 | 614 | 18985 | 1332 | 2232 | 377 | 725 | 6311 | 1723 | 437 | 9884 | 3194 | 1419 | 1314 | 1006 | 1513 | 404 | 1401 | 3387 | 6194 | 1890 | 711 | 2368 | 436 |
| | '54 | 892 | 699 | 351 | 14471 | 913 | 1541 | 244 | 457 | 4389 | 1131 | 311 | 6352 | 2013 | 911 | 792 | 713 | 1001 | 283 | 1154 | 2434 | 3565 | 1241 | 350 | 1477 | 286 |
| | '53 | 1097 | 817 | 386 | 15518 | 1145 | 1801 | 284 | 454 | 4680 | 1391 | 419 | 6902 | 2360 | 1024 | 935 | 838 | 1088 | 300 | 1056 | 2835 | 3975 | 1377 | 445 | 1599 | 362 |
| | '52 | 951 | 786 | 330 | 14227 | 1054 | 1433 | 219 | 380 | 3773 | 1176 | 338 | 5106 | 1850 | 813 | 722 | 778 | 874 | 254 | 835 | 2277 | 2730 | 1151 | 350 | 1128 | 293 |
| | '51 | 1245 | 867 | 399 | 17245 | 1241 | 1831 | 257 | 465 | 4331 | 1441 | 401 | 5497 | 2085 | 966 | 772 | 918 | 1068 | 321 | 937 | 2894 | 2760 | 1375 | 427 | 1467 | 299 |
| | '50 | 1098 | 767 | 370 | 19314 | 1208 | 1762 | 202 | 422 | 4025 | 1262 | 361 | 4954 | 1728 | 941 | 763 | 897 | 1043 | 339 | 1000 | 2828 | 2170 | 1233 | 421 | 1362 | 269 |
| | '49 | 1007 | 683 | 340 | 14886 | 1035 | 1668 | 212 | 358 | 3785 | 1239 | 269 | 4007 | 1589 | 778 | 672 | 891 | 907 | 350 | 867 | 2568 | 1962 | 1096 | 380 | 1251 | 244 |
| | '48 | 473 | 364 | 130 | 7599 | 458 | 931 | 106 | 207 | 1900 | 559 | 121 | 2176 | 873 | 357 | 292 | 483 | 401 | 201 | 582 | 1425 | 1057 | 518 | 192 | 649 | 95 |
| | '47 | 462 | 387 | 152 | 6897 | 517 | 922 | 92 | 216 | 1787 | 562 | 110 | 1895 | 884 | 352 | 272 | 498 | 298 | 215 | 532 | 1548 | 1010 | 547 | 175 | 561 | 84 |
| | '46 | 151 | 170 | 57 | 3197 | 202 | 396 | 32 | 84 | 762 | 215 | 43 | 674 | 306 | 124 | 108 | 191 | 128 | 104 | 150 | 621 | 308 | 213 | 52 | 224 | 28 |
| | '45-'42 | 44 | 50 | 16 | 1137 | 71 | 114 | 15 | 22 | 160 | 72 | 19 | 174 | 68 | 47 | 33 | 36 | 48 | 21 | 18 | 152 | 82 | 66 | 25 | 76 | 20 |
| | '41 | 181 | 203 | 56 | 5025 | 312 | 540 | 41 | 73 | 689 | 223 | 62 | 600 | 286 | 155 | 136 | 197 | 124 | 120 | 170 | 727 | 325 | 243 | 75 | 300 | 40 |
| | '40 | 44 | 63 | 15 | 1662 | 101 | 226 | 11 | 26 | 282 | 69 | 19 | 211 | 106 | 35 | 26 | 75 | 38 | 58 | 84 | 294 | 196 | 113 | 32 | 99 | 16 |
| | '39 | 35 | 47 | 11 | 1064 | 62 | 141 | 12 | 13 | 130 | 49 | 11 | 145 | 53 | 44 | 27 | 37 | 13 | 23 | 40 | 190 | 95 | 49 | 15 | 44 | 16 |
| | Before '39 | 37 | 84 | 20 | 1887 | 103 | 220 | 21 | 24 | 151 | 56 | 15 | 160 | 76 | 73 | 43 | 51 | 30 | 51 | 63 | 231 | 124 | 97 | 19 | 75 | 18 |
| | Unid.* | 11 | 5 | 3 | 51 | 1 | 15 | 51 | 69 | 143 | 64 | 4 | 83 | 26 | 15 | 6 | 7 | 17 | 6 | 292 | 48 | 72 | 5 | 20 | 3 | 1 |
| | Total | 11263 | 8564 | 4369 | 172463 | 11576 | 18940 | 2834 | 5333 | 47498 | 14555 | 3673 | 66300 | 23293 | 10401 | 9195 | 9446 | 11451 | 3738 | 11688 | 29730 | 42257 | 14708 | 4875 | 16385 | 3291 |
| CHEVROLET | '57 | 17144 | 6505 | 6830 | 78130 | 7661 | 9232 | 2857 | 4090 | 33469 | 19131 | 1850 | 56706 | 25999 | 14682 | 13328 | 14305 | 19166 | 3657 | 13371 | 21589 | 57235 | 19372 | 8979 | 19037 | 3198 |
| | '56 | 30119 | 9119 | 13356 | 130069 | 14465 | 20055 | 4942 | 7271 | 47591 | 35141 | 5052 | 97307 | 44194 | 21777 | 21917 | 23077 | 29456 | 6819 | 25196 | 32652 | 92227 | 28668 | 15234 | 35488 | 5644 |
| | '55 | 29473 | 10351 | 14268 | 135802 | 17744 | 19716 | 5760 | 6959 | 51953 | 34480 | 5851 | 103263 | 51386 | 29040 | 25740 | 23681 | 30992 | 7954 | 24094 | 40660 | 109141 | 31380 | 15517 | 42696 | 7190 |
| | '54 | 20754 | 6596 | 10030 | 90927 | 11339 | 14975 | 4056 | 4695 | 31841 | 23749 | 3585 | 71345 | 31326 | 21589 | 17651 | 16739 | 24297 | 5668 | 20611 | 30909 | 59474 | 24074 | 11468 | 30060 | 4486 |
| | '53 | 23297 | 7843 | 11740 | 102235 | 13047 | 17576 | 4640 | 4551 | 32163 | 26952 | 4868 | 76794 | 40134 | 24068 | 18719 | 21639 | 23440 | 7129 | 20138 | 34496 | 72378 | 28750 | 12331 | 32968 | 5238 |
| | '52 | 15065 | 5018 | 7372 | 65420 | 8287 | 10594 | 2468 | 2908 | 18147 | 16817 | 3348 | 42169 | 23656 | 14404 | 12502 | 14168 | 14022 | 4529 | 13320 | 20475 | 37253 | 17331 | 8378 | 21215 | 3489 |
| | '51 | 22504 | 7363 | 10520 | 99326 | 12908 | 16091 | 2988 | 3524 | 25631 | 24700 | 4857 | 59295 | 34428 | 22798 | 19181 | 22324 | 18232 | 6549 | 16340 | 31281 | 49875 | 25957 | 11290 | 32048 | 5077 |
| | '50 | 26728 | 8232 | 12087 | 113911 | 15004 | 16836 | 2992 | 3044 | 28610 | 28658 | 5444 | 58315 | 36429 | 25203 | 21406 | 26352 | 20500 | 6634 | 18602 | 31151 | 49627 | 27440 | 12631 | 34270 | 5424 |
| | '49 | 19415 | 5940 | 8955 | 81401 | 10819 | 11501 | 2040 | 1806 | 18840 | 18759 | 4489 | 39591 | 25934 | 19851 | 16123 | 20975 | 14028 | 4828 | 12305 | 22101 | 29477 | 20493 | 9702 | 25463 | 3873 |
| | '48 | 13687 | 3382 | 5635 | 49394 | 7487 | 6819 | 1209 | 919 | 10701 | 12206 | 2641 | 24501 | 15840 | 13210 | 11336 | 13444 | 7912 | 3144 | 7469 | 13303 | 17672 | 13878 | 6577 | 18161 | 2330 |
| | '47 | 10577 | 3028 | 4525 | 41464 | 6788 | 5271 | 893 | 630 | 8932 | 9445 | 2384 | 18399 | 12554 | 11564 | 10143 | 11102 | 5509 | 2403 | 5265 | 10234 | 12079 | 11931 | 5260 | 14651 | 1934 |
| | '46 | 5057 | 1522 | 2228 | 24116 | 3394 | 2702 | 397 | 235 | 4478 | 4545 | 1259 | 8428 | 5867 | 5269 | 4988 | 5351 | 2721 | 1240 | 2342 | 4729 | 5050 | 6175 | 2519 | 7144 | 941 |
| | '45-'42 | 1144 | 548 | 476 | 9195 | 1048 | 701 | 100 | 43 | 1099 | 1132 | 418 | 1649 | 1314 | 1569 | 1439 | 1078 | 756 | 197 | 392 | 816 | 901 | 1659 | 544 | 1732 | 291 |
| | '41 | 5142 | 2331 | 2254 | 44656 | 4482 | 3044 | 325 | 220 | 4459 | 4792 | 1797 | 6756 | 4895 | 6055 | 6711 | 4934 | 2538 | 875 | 2043 | 3854 | 3683 | 6790 | 2238 | 8355 | 1313 |
| | '40 | 3085 | 1309 | 1430 | 24723 | 2651 | 2189 | 241 | 168 | 3086 | 3396 | 1087 | 4738 | 3454 | 4021 | 3720 | 3150 | 1737 | 848 | 1355 | 2725 | 2975 | 4714 | 1550 | 5620 | 809 |
| | '39 | 1862 | 860 | 974 | 14567 | 1925 | 1231 | 130 | 73 | 1665 | 2089 | 617 | 3019 | 1896 | 3182 | 2608 | 1874 | 1050 | 499 | 702 | 1555 | 1908 | 3150 | 891 | 3690 | 564 |
| | Before '39 | 2239 | 1660 | 1097 | 31828 | 3447 | 1922 | 242 | 113 | 2331 | 2471 | 1345 | 5368 | 4307 | 5791 | 5357 | 2782 | 1446 | 898 | 1558 | 1952 | 4190 | 7470 | 1267 | 5864 | 1177 |
| | Unid.* | 183 | 101 | 71 | 818 | 61 | 116 | 729 | 742 | 1195 | 1138 | 38 | 750 | 366 | 287 | 95 | 247 | 374 | 38 | 1308 | 351 | 1178 | 132 | 289 | 129 | 74 |
| | Total | 247475 | 81708 | 113848 | 1127982 | 142558 | 160571 | 37009 | 41991 | 326191 | 269601 | 50930 | 678393 | 363979 | 244380 | 212964 | 227222 | 218176 | 63909 | 186411 | 304833 | 606323 | 279364 | 126665 | 338591 | 53052 |
| CHRYSLER | '57 | 827 | 488 | 271 | 8194 | 604 | 1226 | 239 | 397 | 1975 | 963 | 163 | 5791 | 2048 | 979 | 825 | 718 | 870 | 190 | 1118 | 2134 | 5367 | 1476 | 344 | 1055 | 308 |
| | '56 | 1270 | 633 | 531 | 12362 | 1071 | 2473 | 384 | 648 | 3621 | 1335 | 526 | 8809 | 3402 | 1614 | 1209 | 990 | 1277 | 405 | 2079 | 3488 | 5692 | 2010 | 611 | 1603 | 550 |
| | '55 | 1627 | 920 | 689 | 12940 | 1734 | 3222 | 353 | 747 | 4827 | 1736 | 675 | 10942 | 4442 | 2331 | 1878 | 1323 | 1569 | 548 | 1907 | 4325 | 8554 | 2733 | 793 | 2611 | 650 |
| | '54 | 923 | 489 | 401 | 6466 | 1050 | 2179 | 238 | 524 | 3068 | 981 | 327 | 7133 | 2501 | 1441 | 1105 | 784 | 1092 | 366 | 1787 | 2896 | 4457 | 1928 | 523 | 1585 | 351 |
| | '53 | 1538 | 940 | 711 | 13047 | 1647 | 2963 | 390 | 724 | 4438 | 1675 | 584 | 10634 | 4421 | 2260 | 1740 | 1611 | 1649 | 694 | 2071 | 4782 | 7897 | 3107 | 960 | 2762 | 534 |
| | '52 | 922 | 645 | 388 | 9911 | 1100 | 1509 | 176 | 414 | 2649 | 992 | 444 | 5152 | 2321 | 1286 | 1187 | 870 | 928 | 354 | 1433 | 2311 | 3364 | 1761 | 538 | 1553 | 390 |
| | '51 | 1301 | 922 | 575 | 15621 | 1784 | 2328 | 284 | 650 | 3775 | 1357 | 542 | 7836 | 3451 | 2192 | 1615 | 1489 | 1351 | 530 | 2027 | 3673 | 5031 | 3024 | 767 | 2539 | 555 |
| | '50 | 1556 | 1018 | 752 | 18636 | 2070 | 2722 | 290 | 774 | 4468 | 1685 | 629 | 9696 | 4085 | 2708 | 1999 | 1828 | 1555 | 683 | 2294 | 4691 | 5666 | 3776 | 924 | 3167 | 608 |
| | '49 | 1215 | 787 | 591 | 12608 | 1535 | 2042 | 238 | 531 | 3367 | 1224 | 513 | 7035 | 3083 | 2235 | 1764 | 1735 | 1183 | 528 | 1578 | 3517 | 3931 | 3044 | 705 | 2635 | 501 |
| | '48 | 1013 | 561 | 435 | 9053 | 1169 | 1225 | 147 | 301 | 2186 | 1110 | 412 | 4215 | 1956 | 1468 | 1192 | 1116 | 930 | 363 | 988 | 2491 | 2509 | 1927 | 664 | 1712 | 343 |
| | '47 | 556 | 499 | 258 | 7337 | 871 | 950 | 155 | 180 | 1560 | 549 | 327 | 2650 | 1392 | 1045 | 874 | 811 | 534 | 273 | 558 | 1723 | 1534 | 1429 | 306 | 1271 | 286 |
| | '46 | 295 | 266 | 161 | 5236 | 464 | 631 | 77 | 111 | 908 | 260 | 179 | 1346 | 790 | 534 | 394 | 444 | 262 | 131 | 420 | 1045 | 647 | 686 | 148 | 656 | 135 |
| | '45-'42 | 34 | 48 | 17 | 1113 | 60 | 115 | 10 | 7 | 105 | 38 | 31 | 138 | 91 | 64 | 41 | 57 | 32 | 11 | 96 | 58 | 84 | 13 | 75 | 32 | |
| | '41 | 164 | 293 | 86 | 6995 | 478 | 634 | 45 | 75 | 640 | 242 | 148 | 773 | 459 | 378 | 297 | 262 | 132 | 95 | 286 | 633 | 420 | 520 | 84 | 423 | 171 |
| | '40 | 111 | 133 | 49 | 2971 | 255 | 303 | 24 | 31 | 315 | 107 | 90 | 416 | 297 | 202 | 194 | 181 | 72 | 56 | 185 | 336 | 290 | 311 | 45 | 290 | 74 |
| | '39 | 52 | 69 | 17 | 1791 | 125 | 122 | 10 | 11 | 183 | 49 | 29 | 198 | 108 | 88 | 98 | 94 | 44 | 36 | 79 | 173 | 98 | 135 | 28 | 126 | 48 |
| | Before '39 | 89 | 131 | 29 | 2558 | 221 | 217 | 16 | 18 | 209 | 74 | 95 | 351 | 234 | 225 | 132 | 150 | 54 | 69 | 146 | 249 | 219 | 328 | 40 | 168 | 117 |
| | Unid.* | 28 | 4 | 9 | 26 | 14 | 16 | 63 | 146 | 150 | 61 | 4 | 91 | 37 | 35 | 7 | 14 | 33 | 8 | 210 | 100 | 135 | 11 | 31 | 10 | 9 |
| | Total | 13481 | 8846 | 5990 | 146865 | 16252 | 24876 | 3139 | 6289 | 38444 | 14438 | 5718 | 83206 | 35176 | 21085 | 16551 | 14477 | 13567 | 5338 | 19183 | 38663 | 55699 | 28270 | 7524 | 24241 | 5672 |
| DE SOTO | '57 | 564 | 266 | 229 | 5512 | 384 | 829 | 152 | 279 | 1499 | 610 | 144 | 4318 | 2103 | 753 | 692 | 594 | 721 | 248 | 891 | 1879 | 5381 | 1270 | 301 | 1041 | 190 |
| | '56 | 775 | 448 | 388 | 8920 | 700 | 1563 | 268 | 565 | 2798 | 950 | 386 | 6767 | 3270 | 1076 | 1013 | 829 | 905 | 478 | 1966 | 2967 | 6090 | 2007 | 484 | 2065 | 291 |
| | '55 | 997 | 558 | 514 | 9261 | 927 | 1596 | 273 | 690 | 2868 | 1094 | 431 | 6830 | 4032 | 1404 | 1192 | 950 | 1096 | 508 | 1776 | 3398 | 6583 | 2097 | 626 | 2604 | 357 |
| | '54 | 607 | 331 | 326 | 5110 | 548 | 1225 | 178 | 411 | 2231 | 714 | 246 | 4755 | 2446 | 965 | 758 | 613 | 771 | 379 | 1176 | 2671 | 3759 | 1454 | 374 | 1590 | 255 |
| | '53 | 1131 | 559 | 676 | 10479 | 979 | 1967 | 254 | 522 | 3033 | 1236 | 443 | 8223 | 3863 | 1725 | 1270 | 1179 | 1469 | 619 | 1539 | 4299 | 6789 | 2503 | 620 | 2750 | 422 |
| | '52 | 778 | 528 | 670 | 8024 | 751 | 1294 | 170 | 315 | 1929 | 831 | 364 | 5178 | 2421 | 1166 | 957 | 757 | 1019 | 391 | 1234 | 2812 | 3426 | 1677 | 408 | 1780 | 280 |
| | '51 | 845 | 478 | 496 | 9331 | 855 | 1559 | 189 | 333 | 2203 | 903 | 320 | 5919 | 2670 | 1448 | 1076 | 1011 | 1053 | 441 | 1405 | 3387 | 3848 | 1975 | 454 | 2198 | 314 |
| | '50 | 1188 | 654 | 762 | 12943 | 1200 | 1936 | 243 | 438 | 2869 | 1244 | 461 | 7582 | 3430 | 1921 | 1431 | 1313 | 1478 | 514 | 1431 | 4153 | 4677 | 2738 | 632 | 2865 | 395 |
| | '49 | 884 | 554 | 465 | 11299 | 895 | 1566 | 218 | 330 | 2216 | 865 | 452 | 5563 | 2654 | 1409 | 1100 | 1100 | 736 | 421 | 1309 | 3330 | 3290 | 1779 | 397 | 1931 | 315 |
| | '48 | 713 | 452 | 244 | 8525 | 594 | 1004 | 143 | 220 | 1466 | 886 | 308 | 3432 | 1545 | 883 | 685 | 759 | 564 | 320 | 1041 | 2378 | 2086 | 1038 | 345 | 1286 | 177 |
| | '47 | 355 | 393 | 163 | 6917 | 448 | 762 | 95 | 128 | 1149 | 404 | 214 | 2156 | 1048 | 656 | 495 | 530 | 309 | 242 | 572 | 1664 | 1169 | 748 | 136 | 797 | 138 |
| | '46 | 223 | 230 | 92 | 4869 | 301 | 556 | 44 | 67 | 742 | 244 | 122 | 1149 | 612 | 344 | 295 | 345 | 159 | 114 | 228 | 978 | 539 | 462 | 93 | 501 | 114 |
| | '45-'42 | 22 | 40 | 10 | 946 | 38 | 69 | 9 | 4 | 48 | 30 | 16 | 106 | 67 | 34 | 42 | 29 | 24 | 10 | 19 | 81 | 35 | 47 | 16 | 41 | 11 |
| | '41 | 100 | 161 | 47 | 4566 | 191 | 375 | 23 | 39 | 324 | 105 | 99 | 443 | 271 | 156 | 150 | 128 | 73 | 53 | 132 | 402 | 222 | 229 | 41 | 256 | 52 |
| | '40 | 90 | 90 | 31 | 2311 | 139 | 258 | 19 | 17 | 244 | 70 | 57 | 301 | 214 | 100 | 123 | 110 | 60 | 44 | 106 | 254 | 172 | 154 | 38 | 202 | 45 |
| | '39 | 47 | 66 | 15 | 1471 | 82 | 139 | 13 | 11 | 108 | 48 | 32 | 135 | 117 | 56 | 50 | 54 | 25 | 25 | 114 | 132 | 76 | 89 | 14 | 137 | 20 |
| | Before '39 | 42 | 84 | 20 | 2222 | 137 | 186 | 8 | 15 | 146 | 45 | 50 | 240 | 185 | 117 | 115 | 91 | 32 | 39 | 61 | 150 | 147 | 207 | 17 | 131 | 35 |
| | Unid.* | 19 | 2 | 9 | 20 | 3 | 8 | 47 | 122 | 67 | 51 | 5 | 58 | 28 | 16 | 3 | 10 | 23 | 1 | 70 | 101 | 79 | 8 | 15 | 5 | 5 |
| | Total | 9380 | 5894 | 4957 | 112726 | 9182 | 16912 | 2346 | 4506 | 25940 | 10330 | 4152 | 63155 | 30976 | 14229 | 11447 | 10402 | 10517 | 4845 | 15070 | 35036 | 48367 | 20482 | 5011 | 22180 | 3416 |

Unid.*—Unidentified as to model year. Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Cars in Use by Makes, by Model Year, see page 121*

# STATES AND MODEL YEAR

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N.D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S.D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BUICK | '57 | 1831 | 289 | 531 | 8579 | 1331 | 24053 | 4578 | 775 | 15892 | 2124 | 2240 | 15999 | 718 | 2268 | 694 | 3932 | 14962 | 785 | 508 | 3761 | 2459 | 1877 | 4968 | 536 | 242485 |
| | '56 | 3606 | 997 | 1413 | 21954 | 2007 | 47068 | 9321 | 1397 | 37606 | 5875 | 5875 | 37193 | 2104 | 4622 | 1323 | 8218 | 30068 | 2509 | 1002 | 9250 | 6969 | 4793 | 13455 | 1055 | 533261 |
| | '55 | 4916 | 1356 | 1787 | 28786 | 2870 | 61142 | 11504 | 1471 | 47505 | 8561 | 6409 | 45947 | 2721 | 5258 | 2066 | 9710 | 37378 | 3382 | 1000 | 11625 | 9371 | 5252 | 16357 | 1290 | 696419 |
| | '54 | 3470 | 773 | 1307 | 14781 | 1589 | 38013 | 6579 | 1112 | 30281 | 5807 | 3694 | 27561 | 2088 | 2979 | 1767 | 5880 | 21403 | 2182 | 783 | 7123 | 5517 | 3204 | 10857 | 988 | 418544 |
| | '53 | 3719 | 725 | 1311 | 15150 | 2048 | 40234 | 9399 | 1354 | 30511 | 5760 | 3854 | 30526 | 1945 | 3698 | 1545 | 7413 | 23665 | 2139 | 995 | 7585 | 5810 | 4036 | 11942 | 1080 | 449392 |
| | '52 | 2457 | 545 | 773 | 9596 | 1234 | 24419 | 5261 | 925 | 18055 | 3560 | 3042 | 18480 | 1115 | 2420 | 1065 | 4253 | 14569 | 1541 | 613 | 5020 | 4481 | 2478 | 7220 | 745 | 274992 |
| | '51 | 3445 | 710 | 1124 | 13295 | 1453 | 32082 | 6981 | 1201 | 22959 | 4406 | 4119 | 23631 | 1701 | 2987 | 1506 | 5699 | 17448 | 2007 | 793 | 6448 | 6384 | 3406 | 10016 | 945 | 354908 |
| | '50 | 5233 | 1079 | 1580 | 21149 | 2195 | 47859 | 11872 | 1657 | 34031 | 7432 | 6745 | 34231 | 2711 | 4956 | 2378 | 9193 | 28194 | 3630 | 1222 | 9194 | 10353 | 5641 | 15030 | 1379 | 551069 |
| | '49 | 1899 | 540 | 806 | 10096 | 718 | 21083 | 4000 | 624 | 14304 | 2992 | 2839 | 14466 | 1269 | 1773 | 879 | 2823 | 7861 | 1413 | 530 | 4235 | 4775 | 2492 | 5861 | 548 | 223769 |
| | '48 | 1022 | 357 | 419 | 5049 | 387 | 10029 | 2062 | 327 | 7250 | 1482 | 1762 | 7569 | 710 | 1036 | 471 | 1594 | 4050 | 718 | 317 | 2269 | 2925 | 1370 | 3010 | 287 | 120595 |
| | '47 | 949 | 356 | 372 | 4586 | 329 | 8184 | 1980 | 300 | 6036 | 1281 | 1835 | 6614 | 644 | 871 | 413 | 1242 | 3505 | 726 | 255 | 1795 | 3130 | 1319 | 2512 | 242 | 104606 |
| | '46 | 440 | 149 | 151 | 1768 | 149 | 3420 | 931 | 166 | 2445 | 568 | 889 | 2767 | 307 | 405 | 192 | 566 | 1327 | 318 | 143 | 795 | 1541 | 609 | 1046 | 101 | 45875 |
| | '45-'42 | 98 | 37 | 14 | 220 | 31 | 352 | 137 | 38 | 261 | 109 | 205 | 354 | 49 | 77 | 32 | 121 | 477 | 83 | 11 | 105 | 381 | 74 | 148 | 34 | 8853 |
| | '41 | 460 | 218 | 154 | 1679 | 118 | 2580 | 937 | 135 | 1726 | 547 | 994 | 2416 | 224 | 488 | 163 | 546 | 1364 | 371 | 97 | 622 | 1807 | 472 | 1032 | 134 | 45818 |
| | '40 | 347 | 130 | 199 | 1523 | 87 | 2451 | 652 | 101 | 1420 | 380 | 582 | 2368 | 238 | 383 | 117 | 355 | 754 | 224 | 120 | 506 | 1107 | 388 | 768 | 94 | 35582 |
| | '39 | 131 | 54 | 87 | 689 | 37 | 1091 | 268 | 48 | 655 | 222 | 232 | 1098 | 139 | 163 | 51 | 171 | 382 | 82 | 74 | 263 | 452 | 153 | 398 | 46 | 15879 |
| | Before '39 | 379 | 134 | 169 | 1496 | 70 | 2002 | 424 | 96 | 1402 | 459 | 508 | 2474 | 190 | 230 | 151 | 211 | 610 | 167 | 150 | 433 | 1466 | 226 | 786 | 101 | 33170 |
| | Unid.* | 23 | 6 | 10 | 69 | 11 | 551 | 4 | 3 | 161 | 81 | 7 | 494 | 25 | 7 | 8 | 171 | 418 | 26 | | 46 | 247 | 4 | 5 | 4 | 5210 |
| | Total | 34425 | 8455 | 12207 | 160465 | 16664 | 366613 | 76910 | 11730 | 272500 | 51646 | 45831 | 274188 | 18898 | 34621 | 14821 | 62098 | 208415 | 22303 | 8613 | 71075 | 69175 | 37792 | 105409 | 9609 | 4160429 |
| CADILLAC | '57 | 431 | 157 | 148 | 3409 | 390 | 9772 | 1142 | 185 | 4307 | 767 | 667 | 4751 | 344 | 468 | 171 | 804 | 4340 | 230 | 116 | 944 | 680 | 304 | 1221 | 139 | 80441 |
| | '56 | 716 | 457 | 297 | 6723 | 686 | 14782 | 2068 | 278 | 8107 | 1603 | 1392 | 8259 | 697 | 810 | 241 | 1478 | 7819 | 635 | 176 | 1922 | 1467 | 756 | 2637 | 287 | 141239 |
| | '55 | 697 | 511 | 345 | 6226 | 570 | 12825 | 1921 | 242 | 7501 | 1658 | 1238 | 7498 | 763 | 574 | 304 | 1345 | 7504 | 650 | 154 | 1919 | 1591 | 607 | 2176 | 264 | 129015 |
| | '54 | 414 | 347 | 199 | 4287 | 365 | 8200 | 1324 | 135 | 5111 | 1097 | 844 | 4937 | 518 | 433 | 194 | 947 | 4946 | 506 | 120 | 1290 | 1242 | 426 | 1510 | 164 | 87527 |
| | '53 | 491 | 416 | 229 | 4722 | 463 | 9161 | 1622 | 167 | 5857 | 1046 | 1054 | 5489 | 462 | 712 | 197 | 1225 | 5177 | 605 | 112 | 1453 | 1776 | 541 | 1847 | 221 | 98133 |
| | '52 | 415 | 306 | 215 | 3749 | 402 | 6875 | 1412 | 153 | 4716 | 919 | 923 | 4331 | 443 | 641 | 189 | 1030 | 4227 | 642 | 101 | 1220 | 1574 | 498 | 1456 | 192 | 80457 |
| | '51 | 470 | 444 | 264 | 4556 | 451 | 8150 | 1833 | 146 | 5309 | 1135 | 1072 | 4879 | 594 | 639 | 219 | 1332 | 5203 | 765 | 117 | 1362 | 1942 | 583 | 1788 | 202 | 95164 |
| | '50 | 418 | 444 | 244 | 4113 | 416 | 7446 | 1580 | 99 | 4655 | 1017 | 1127 | 4612 | 537 | 758 | 209 | 1060 | 4834 | 666 | 112 | 1307 | 2039 | 558 | 1636 | 175 | 90809 |
| | '49 | 383 | 363 | 189 | 3501 | 322 | 6556 | 1530 | 125 | 4072 | 902 | 870 | 3907 | 464 | 836 | 184 | 892 | 3648 | 555 | 113 | 1029 | 1707 | 508 | 1409 | 144 | 77253 |
| | '48 | 163 | 189 | 119 | 2087 | 98 | 3759 | 652 | 44 | 2242 | 452 | 438 | 2185 | 227 | 298 | 67 | 472 | 1445 | 230 | 71 | 575 | 806 | 290 | 807 | 57 | 39902 |
| | '47 | 177 | 203 | 112 | 2053 | 117 | 3724 | 669 | 44 | 1971 | 390 | 411 | 2155 | 176 | 304 | 58 | 437 | 1286 | 179 | 56 | 565 | 768 | 273 | 677 | 65 | 37825 |
| | '46 | 53 | 91 | 54 | 832 | 54 | 1412 | 254 | 4 | 774 | 177 | 203 | 810 | 82 | 138 | 21 | 166 | 530 | 76 | 32 | 230 | 395 | 129 | 241 | 16 | 15314 |
| | '45-'42 | 24 | 28 | 10 | 178 | 19 | 292 | 92 | 3 | 166 | 29 | 54 | 220 | 26 | 49 | 4 | 42 | 157 | 23 | 3 | 57 | 136 | 27 | 59 | 1 | 4285 |
| | '41 | 69 | 121 | 55 | 745 | 66 | 1172 | 303 | 12 | 681 | 209 | 250 | 949 | 130 | 154 | 66 | 160 | 542 | 110 | 27 | 255 | 527 | 115 | 220 | 16 | 17811 |
| | '40 | 16 | 51 | 26 | 316 | 27 | 470 | 111 | 2 | 254 | 67 | 95 | 400 | 52 | 40 | 12 | 73 | 195 | 34 | 17 | 87 | 169 | 44 | 115 | 10 | 8588 |
| | '39 | 12 | 23 | 21 | 198 | 16 | 257 | 65 | 3 | 156 | 60 | 54 | 248 | 36 | 41 | 10 | 31 | 97 | 29 | 12 | 45 | 89 | 29 | 44 | 2 | 3944 |
| | Before '39 | 37 | 38 | 17 | 258 | 15 | 394 | 72 | 3 | 265 | 77 | 76 | 365 | 50 | 40 | 19 | 29 | 98 | 43 | 28 | 53 | 267 | 30 | 70 | 11 | 6084 |
| | Unid.* | 5 | 1 | 1 | 32 | 3 | 242 | 1 | | 48 | 10 | | 173 | 9 | 3 | | 48 | 102 | 10 | | 4 | 52 | 3 | 4 | | 1767 |
| | Total | 4993 | 4170 | 2545 | 47985 | 4480 | 95489 | 16561 | 1645 | 56192 | 11645 | 10768 | 56168 | 5610 | 7136 | 2119 | 11571 | 52150 | 5988 | 1367 | 14317 | 17227 | 5721 | 17917 | 1986 | 1013556 |
| CHEVROLET | '57 | 6729 | 1084 | 2476 | 25832 | 5987 | 62507 | 17007 | 3813 | 49941 | 8807 | 9215 | 48990 | 2884 | 8385 | 2858 | 15564 | 64545 | 2170 | 2046 | 13582 | 10135 | 6940 | 14798 | 1866 | 865684 |
| | '56 | 11173 | 2496 | 4727 | 46266 | 7429 | 103207 | 29787 | 5105 | 89220 | 21387 | 16609 | 83786 | 4847 | 17006 | 4583 | 26737 | 103163 | 5890 | 3053 | 28744 | 19184 | 14945 | 31439 | 3190 | 1480809 |
| | '55 | 11550 | 2623 | 5830 | 52669 | 8597 | 115665 | 35364 | 5901 | 94497 | 25164 | 18183 | 91021 | 6992 | 18887 | 5959 | 29227 | 115972 | 6341 | 3584 | 29594 | 21842 | 12939 | 32151 | 3687 | 1629330 |
| | '54 | 11230 | 1448 | 4257 | 36084 | 5195 | 84297 | 24847 | 4375 | 59152 | 20557 | 9961 | 67108 | 5109 | 13161 | 5402 | 21701 | 77441 | 4186 | 2505 | 24411 | 13791 | 9270 | 22917 | 2467 | 1113146 |
| | '53 | 12617 | 1807 | 4806 | 41174 | 5876 | 89462 | 34349 | 56e3 | 77164 | 19433 | 12435 | 82116 | 5744 | 16691 | 6009 | 23385 | 77734 | 5647 | 3010 | 25674 | 18273 | 13036 | 29061 | 2910 | 1281230 |
| | '52 | 8891 | 1104 | 2895 | 25112 | 3556 | 63687 | 21171 | 3428 | 47268 | 12589 | 8818 | 50272 | 3798 | 11093 | 3602 | 14962 | 46144 | 3966 | 1930 | 16317 | 12664 | 8552 | 18116 | 1836 | 784146 |
| | '51 | 12495 | 1695 | 4087 | 36981 | 5018 | 77500 | 31341 | 5272 | 66856 | 17538 | 13228 | 70488 | 6011 | 17057 | 5668 | 22039 | 65566 | 5595 | 2718 | 22173 | 19794 | 12469 | 27846 | 2448 | 1136971 |
| | '50 | 13952 | 1832 | 4254 | 37790 | 5623 | 78031 | 35354 | 5237 | 69460 | 21484 | 14702 | 72499 | 6457 | 20680 | 6130 | 25457 | 74961 | 6414 | 2642 | 26480 | 23208 | 14588 | 29661 | 2925 | 1235351 |
| | '49 | 10232 | 1351 | 2963 | 26706 | 4004 | 50598 | 24418 | 4251 | 46971 | 15083 | 11257 | 50209 | 4729 | 15780 | 4588 | 19056 | 49591 | 4677 | 1805 | 18045 | 17715 | 11648 | 22219 | 2006 | 868611 |
| | '48 | 7880 | 789 | 1806 | 15510 | 2415 | 26936 | 15805 | 2899 | 26027 | 10411 | 6677 | 30150 | 2720 | 10659 | 3330 | 12719 | 29942 | 2724 | 1060 | 11440 | 10312 | 7904 | 14299 | 1351 | 540622 |
| | '47 | 7336 | 682 | 1326 | 11514 | 2104 | 17811 | 13226 | 2591 | 20461 | 8702 | 6131 | 21550 | 2257 | 8876 | 3365 | 10472 | 25923 | 2299 | 738 | 8930 | 9988 | 6347 | 11661 | 1175 | 432430 |
| | '46 | 3748 | 401 | 650 | 5463 | 979 | 8068 | 6852 | 1303 | 8752 | 4263 | 3541 | 10521 | 1092 | 3605 | 1645 | 4699 | 12260 | 1138 | 355 | 4251 | 5456 | 3144 | 5656 | 490 | 211049 |
| | '45-'42 | 1145 | 192 | 80 | 781 | 316 | 1061 | 1405 | 391 | 1515 | 1067 | 1220 | 1513 | 182 | 1034 | 455 | 1054 | 3872 | 375 | 48 | 652 | 2164 | 503 | 1321 | 178 | 52755 |
| | '41 | 4608 | 690 | 425 | 4182 | 1116 | 4959 | 7403 | 1557 | 6573 | 4986 | 5859 | 8642 | 978 | 5818 | 1744 | 5111 | 13650 | 1543 | 234 | 3887 | 9305 | 2667 | 5979 | 702 | 237160 |
| | '40 | 2525 | 407 | 417 | 3009 | 615 | 3843 | 4642 | 842 | 5035 | 3081 | 3188 | 6560 | 693 | 3917 | 1050 | 2964 | 7824 | 905 | 239 | 2778 | 5272 | 1788 | 3983 | 435 | 150793 |
| | '39 | 1802 | 243 | 299 | 1554 | 404 | 1962 | 2985 | 582 | 2934 | 2020 | 1799 | 3764 | 427 | 2297 | 746 | 1902 | 4617 | 545 | 150 | 1646 | 3013 | 1068 | 2698 | 304 | 92342 |
| | Before '39 | 3805 | 597 | 562 | 2566 | 628 | 3177 | 3877 | 1238 | 6247 | 3386 | 3306 | 6963 | 555 | 2833 | 1362 | 2214 | 7762 | 995 | 335 | 2798 | 6933 | 1568 | 5598 | 546 | 167973 |
| | Unid.* | 91 | 8 | 35 | 190 | 33 | 1569 | 13 | 6 | 454 | 377 | 18 | 1371 | 47 | 42 | 70 | 629 | 1563 | 78 | 3 | 157 | 710 | 8 | 13 | 16 | 18311 |
| | Total | 131809 | 19449 | 41895 | 373383 | 59895 | 784340 | 309846 | 54474 | 680547 | 200325 | 146177 | 707523 | 55522 | 177821 | 58566 | 239892 | 782530 | 55488 | 26455 | 241559 | 209759 | 129384 | 279416 | 28532 | 12298713 |
| CHRYSLER | '57 | 397 | 141 | 158 | 4670 | 448 | 12283 | 1102 | 290 | 5119 | 522 | 581 | 7095 | 414 | 384 | 177 | 705 | 3498 | 285 | 118 | 1151 | 756 | 573 | 1143 | 94 | 80672 |
| | '56 | 728 | 253 | 319 | 7721 | 494 | 16373 | 1938 | 439 | 8421 | 724 | 1104 | 10780 | 655 | 659 | 255 | 1139 | 4452 | 630 | 228 | 2126 | 1498 | 1108 | 2407 | 218 | 123262 |
| | '55 | 1110 | 350 | 424 | 7559 | 671 | 17271 | 2582 | 504 | 9661 | 1214 | 1471 | 11417 | 802 | 781 | 435 | 1602 | 6236 | 746 | 307 | 2764 | 2104 | 1375 | 2992 | 368 | 148850 |
| | '54 | 836 | 201 | 290 | 5890 | 398 | 13635 | 1243 | 332 | 5850 | 834 | 734 | 7234 | 487 | 453 | 371 | 960 | 3700 | 473 | 210 | 1692 | 1275 | 845 | 1709 | 221 | 94557 |
| | '53 | 1299 | 371 | 434 | 7981 | 653 | 18929 | 2311 | 644 | 10719 | 1222 | 1395 | 11604 | 842 | 952 | 545 | 1653 | 5976 | 837 | 422 | 2610 | 2216 | 1455 | 3022 | 359 | 152030 |
| | '52 | 831 | 264 | 235 | 3709 | 439 | 8090 | 1258 | 370 | 5703 | 936 | 1096 | 5941 | 408 | 522 | 293 | 873 | 3765 | 551 | 184 | 1622 | 1658 | 744 | 1775 | 294 | 84159 |
| | '51 | 1384 | 386 | 303 | 5560 | 514 | 12022 | 1752 | 534 | 8593 | 1227 | 1738 | 8989 | 642 | 639 | 527 | 1373 | 5196 | 776 | 278 | 2247 | 2971 | 1183 | 2926 | 360 | 127339 |
| | '50 | 1628 | 434 | 427 | 6693 | 552 | 14014 | 2048 | 633 | 9866 | 1574 | 2061 | 11070 | 866 | 782 | 596 | 1647 | 5902 | 912 | 306 | 2410 | 3494 | 1410 | 3813 | 402 | 151820 |
| | '49 | 1319 | 279 | 305 | 5401 | 445 | 10343 | 1594 | 521 | 7617 | 1370 | 1504 | 8796 | 674 | 665 | 555 | 1341 | 4393 | 727 | 232 | 1926 | 2488 | 1288 | 2845 | 323 | 115076 |
| | '48 | 939 | 235 | 226 | 3515 | 288 | 6303 | 985 | 308 | 4479 | 978 | 974 | 5539 | 443 | 527 | 388 | 972 | 2744 | 469 | 172 | 1328 | 1783 | 903 | 1752 | 250 | 75966 |
| | '47 | 748 | 200 | 134 | 2312 | 202 | 3996 | 721 | 224 | 3060 | 712 | 850 | 4016 | 271 | 353 | 294 | 621 | 1947 | 402 | 97 | 850 | 1525 | 685 | 1262 | 141 | 53531 |
| | '46 | 342 | 118 | 68 | 1382 | 109 | 2299 | 470 | 92 | 1685 | 360 | 637 | 2344 | 176 | 209 | 136 | 325 | 1006 | 205 | 48 | 496 | 1002 | 438 | 598 | 77 | 30848 |
| | '45-'42 | 49 | 25 | 8 | 122 | 15 | 190 | 51 | 14 | 174 | 52 | 112 | 227 | 21 | 32 | 15 | 35 | 152 | 31 | 6 | 37 | 189 | 31 | 59 | 13 | 4047 |
| | '41 | 200 | 141 | 41 | 886 | 95 | 1335 | 363 | 59 | 998 | 256 | 732 | 1640 | 124 | 154 | 86 | 190 | 543 | 174 | 35 | 317 | 1147 | 210 | 431 | 76 | 24966 |
| | '40 | 119 | 58 | 37 | 498 | 42 | 713 | 207 | 30 | 578 | 142 | 321 | 1066 | 68 | 93 | 51 | 128 | 316 | 81 | 25 | 189 | 520 | 146 | 232 | 30 | 13028 |
| | '39 | 50 | 26 | 8 | 205 | 31 | 309 | 87 | 16 | 221 | 71 | 185 | 462 | 46 | 55 | 27 | 47 | 130 | 41 | 14 | 74 | 291 | 48 | 123 | 29 | 6387 |
| | Before '39 | 120 | 52 | 24 | 355 | 37 | 506 | 109 | 36 | 536 | 125 | 249 | 930 | 58 | 63 | 52 | 47 | 234 | 74 | 36 | 100 | 617 | 88 | 266 | 27 | 10840 |
| | Unid.* | 2 | 3 | 5 | 117 | 5 | 324 | 4 | | 93 | 30 | 2 | 164 | 9 | | 5 | 61 | 162 | 14 | | 25 | 50 | | | 2 | 2329 |
| | Total | 12101 | 3537 | 3446 | 64576 | 5438 | 135935 | 18825 | 5046 | 83373 | 12349 | 15746 | 99314 | 7006 | 7323 | 4808 | 13719 | 50352 | 7428 | 2718 | 21964 | 25584 | 12510 | 27355 | 3284 | 1299727 |
| DE SOTO | '57 | 213 | 104 | 143 | 3786 | 294 | 8351 | 911 | 234 | 4646 | 492 | 692 | 5645 | 238 | 372 | 160 | 668 | 2392 | 286 | 95 | 961 | 648 | 395 | 1029 | 117 | 63732 |
| | '56 | 488 | 189 | 270 | 7066 | 334 | 12318 | 1500 | 288 | 8071 | 893 | 1095 | 9497 | 300 | 632 | 187 | 965 | 3213 | 633 | 156 | 1889 | 1210 | 964 | 2389 | 210 | 102724 |
| | '55 | 682 | 219 | 352 | 5621 | 384 | 11092 | 1893 | 426 | 7930 | 1115 | 1434 | 8927 | 605 | 827 | 301 | 1312 | 3852 | 657 | 166 | 2151 | 1988 | 934 | 2302 | 263 | 108095 |
| | '54 | 406 | 151 | 226 | 3783 | 209 | 9251 | 1067 | 322 | 5231 | 731 | 707 | 5562 | 358 | 436 | 233 | 812 | 2057 | 324 | 117 | 1398 | 1189 | 558 | 1576 | 156 | 70753 |
| | '53 | 688 | 261 | 382 | 5307 | 394 | 13939 | 2033 | 399 | 8453 | 1183 | 1368 | 9922 | 660 | 852 | 411 | 1522 | 3923 | 688 | 179 | 1946 | 1847 | 904 | 2657 | 246 | 118733 |
| | '52 | 541 | 157 | 220 | 3274 | 290 | 8331 | 1346 | 276 | 5159 | 1011 | 1017 | 5902 | 370 | 574 | 297 | 935 | 3055 | 438 | 146 | 1389 | 1481 | 567 | 1870 | 191 | 77787 |
| | '51 | 640 | 172 | 257 | 3763 | 282 | 9437 | 1406 | 342 | 5825 | 1100 | 1061 | 6842 | 480 | 568 | 361 | 1051 | 3143 | 499 | 191 | 1551 | 1757 | 713 | 2131 | 158 | 88441 |
| | '50 | 812 | 242 | 288 | 4707 | 386 | 11626 | 1867 | 433 | 7682 | 1307 | 1489 | 9102 | 692 | 785 | 455 | 1465 | 4058 | 669 | 215 | 1938 | 2521 | 863 | 2873 | 256 | 115229 |
| | '49 | 555 | 182 | 246 | 3896 | 226 | 8799 | 1338 | 299 | 6004 | 877 | 1392 | 7312 | 532 | 554 | 287 | 1028 | 2468 | 634 | 170 | 1522 | 2124 | 803 | 2447 | 191 | 88964 |
| | '48 | 405 | 135 | 207 | 2430 | 165 | 5208 | 799 | 231 | 3689 | 645 | 858 | 4451 | 336 | 415 | 242 | 662 | 1576 | 382 | 142 | 1064 | 1466 | 607 | 1488 | 133 | 58830 |
| | '47 | 295 | 108 | 131 | 1820 | 124 | 3628 | 597 | 95 | 2569 | 423 | 794 | 3366 | 237 | 272 | 153 | 422 | 1081 | 313 | 82 | 735 | 1348 | 415 | 1089 | 75 | 41860 |
| | '46 | 206 | 79 | 59 | 1123 | 89 | 1961 | 398 | 57 | 1492 | 259 | 497 | 2126 | 110 | 186 | 82 | 281 | 673 | 203 | 44 | 439 | 998 | 270 | 590 | 47 | 25692 |
| | '45-'42 | 17 | 16 | 5 | 51 | 7 | 127 | 30 | 9 | 113 | 29 | 86 | 124 | 5 | 25 | 3 | 35 | 81 | 29 | 3 | 27 | 155 | 23 | 40 | 4 | 2840 |
| | '41 | 93 | 95 | 36 | 405 | 34 | 594 | 172 | 41 | 581 | 137 | 443 | 833 | 52 | 86 | 24 | 112 | 289 | 132 | 25 | 180 | 862 | 115 | 288 | 35 | 14302 |
| | '40 | 48 | 37 | 28 | 315 | 12 | 466 | 135 | 25 | 478 | 79 | 267 | 815 | 38 | 45 | 31 | 90 | 182 | 76 | 26 | 127 | 500 | 72 | 221 | 15 | 9378 |
| | '39 | 36 | 29 | 13 | 177 | 8 | 248 | 55 | 9 | 234 | 34 | 149 | 387 | 26 | 49 | 11 | 37 | 99 | 52 | 6 | 81 | 250 | 29 | 87 | 13 | 5195 |
| | Before '39 | 80 | 49 | 22 | 228 | 32 | 271 | 62 | 24 | 431 | 78 | 158 | 580 | 42 | 40 | 30 | 43 | 123 | 71 | 13 | 70 | 544 | 48 | 146 | 20 | 7727 |
| | Unid.* | 5 | 1 | 2 | 61 | 4 | 185 | | 1 | 45 | 23 | 3 | 138 | 4 | 1 | 3 | 34 | 71 | 2 | | 9 | 55 | | | 1 | 1422 |
| | Total | 6211 | 2226 | 2887 | 47813 | 3274 | 105832 | 15609 | 3511 | 68633 | 10416 | 13510 | 81531 | 5085 | 6719 | 3271 | 11474 | 32336 | 6088 | 1776 | 17477 | 20943 | 8280 | 23223 | 2131 | 1001714 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Cars in Use by Makes, by Model Year, see page 121*

# CARS IN USE BY MAKES, STATES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DODGE | '57 | 1481 | 755 | 1052 | 14412 | 1392 | 2295 | 482 | 832 | 4370 | 2089 | 405 | 8378 | 4671 | 2303 | 1728 | 1681 | 1916 | 621 | 2733 | 3952 | 12720 | 3418 | 768 | 2161 | 702 |
| | '56 | 2253 | 1057 | 1455 | 20044 | 2141 | 4342 | 856 | 1082 | 6492 | 3195 | 1008 | 12703 | 6714 | 3084 | 2457 | 2175 | 2348 | 1083 | 4321 | 5825 | 12633 | 4484 | 1320 | 3072 | 1068 |
| | '55 | 2906 | 1600 | 1701 | 22948 | 2530 | 4145 | 707 | 1229 | 7033 | 4005 | 1150 | 16382 | 8619 | 4244 | 3388 | 2957 | 3057 | 1156 | 4022 | 6651 | 19347 | 4886 | 1658 | 5316 | 1318 |
| | '54 | 1812 | 829 | 960 | 10920 | 1562 | 3273 | 350 | 679 | 3994 | 2287 | 577 | 10069 | 4988 | 3000 | 2054 | 1900 | 1973 | 839 | 2453 | 5035 | 7881 | 2701 | 963 | 2683 | 796 |
| | '53 | 3580 | 1626 | 1851 | 22248 | 2578 | 5663 | 923 | 1115 | 7642 | 4426 | 1016 | 18453 | 8217 | 4454 | 3592 | 3744 | 3540 | 1699 | 4113 | 9022 | 16407 | 4987 | 1710 | 6065 | 1093 |
| | '52 | 2548 | 990 | 1462 | 15981 | 1974 | 3731 | 483 | 1073 | 5661 | 3212 | 791 | 14417 | 5543 | 3363 | 3029 | 2736 | 2588 | 1063 | 3580 | 6553 | 9868 | 4116 | 1346 | 4570 | 783 |
| | '51 | 2787 | 1267 | 1575 | 19735 | 2323 | 4427 | 605 | 1180 | 6197 | 3422 | 1011 | 16545 | 6556 | 4538 | 3308 | 3325 | 2597 | 1244 | 4323 | 7500 | 11102 | 4973 | 1356 | 5058 | 955 |
| | '50 | 4182 | 1595 | 2071 | 24359 | 3530 | 5009 | 788 | 1535 | 7980 | 4544 | 1083 | 19346 | 8367 | 6154 | 4519 | 4050 | 3995 | 1599 | 4892 | 9723 | 12644 | 6965 | 1954 | 7021 | 1102 |
| | '49 | 3016 | 1333 | 1551 | 21685 | 2465 | 4084 | 613 | 984 | 6223 | 3210 | 1117 | 14611 | 6999 | 5313 | 3420 | 3700 | 3263 | 1225 | 3088 | 7914 | 9311 | 4931 | 1442 | 5633 | 976 |
| | '48 | 2281 | 835 | 906 | 16254 | 1719 | 2863 | 464 | 635 | 4113 | 2699 | 640 | 8902 | 4062 | 2633 | 2179 | 2332 | 2082 | 965 | 2839 | 6014 | 5717 | 2754 | 1127 | 3566 | 571 |
| | '47 | 1462 | 839 | 650 | 15289 | 1532 | 2544 | 358 | 532 | 3675 | 1681 | 580 | 6871 | 3694 | 2291 | 1834 | 2148 | 1440 | 814 | 2450 | 4806 | 4268 | 2523 | 831 | 2869 | 497 |
| | '46 | 774 | 495 | 416 | 10248 | 852 | 1425 | 207 | 264 | 1986 | 874 | 377 | 3413 | 1921 | 1267 | 1059 | 1240 | 791 | 391 | 830 | 2335 | 1931 | 1404 | 301 | 1676 | 286 |
| | '45-'42 | 139 | 159 | 75 | 2742 | 246 | 261 | 15 | 24 | 308 | 138 | 82 | 414 | 267 | 222 | 197 | 152 | 146 | 64 | 47 | 289 | 233 | 193 | 53 | 232 | 69 |
| | '41 | 385 | 307 | 172 | 8435 | 661 | 831 | 59 | 107 | 979 | 395 | 228 | 1059 | 741 | 639 | 550 | 455 | 300 | 210 | 394 | 1107 | 894 | 635 | 151 | 774 | 180 |
| | '40 | 380 | 267 | 158 | 6440 | 495 | 652 | 48 | 70 | 819 | 406 | 186 | 991 | 741 | 554 | 459 | 438 | 283 | 179 | 333 | 923 | 692 | 565 | 161 | 825 | 122 |
| | '39 | 200 | 163 | 92 | 4614 | 304 | 381 | 24 | 50 | 393 | 206 | 104 | 459 | 286 | 389 | 266 | 230 | 150 | 101 | 180 | 437 | 327 | 354 | 61 | 462 | 70 |
| | Before '39 | 286 | 397 | 180 | 10464 | 810 | 881 | 48 | 90 | 675 | 339 | 270 | 1210 | 972 | 869 | 748 | 495 | 239 | 232 | 340 | 763 | 910 | 1076 | 123 | 855 | 215 |
| | Unid.* | 23 | 12 | 14 | 50 | 12 | 25 | 88 | 336 | 212 | 189 | 6 | 159 | 67 | 48 | 14 | 31 | 51 | 6 | 290 | 95 | 188 | 30 | 47 | 19 | 16 |
| | Total | 30475 | 14526 | 16341 | 246868 | 27126 | 46832 | 7118 | 11817 | 68753 | 37317 | 10631 | 154380 | 73425 | 45365 | 34801 | 33789 | 30759 | 13491 | 41328 | 78944 | 127073 | 50995 | 15172 | 52837 | 10817 |
| FORD | '57 | 17585 | 7327 | 8286 | 97923 | 8374 | 10143 | 2647 | 4040 | 34529 | 23491 | 2075 | 60723 | 30681 | 15373 | 13921 | 14762 | 19180 | 4058 | 13459 | 25700 | 71527 | 23149 | 8871 | 18461 | 3524 |
| | '56 | 22911 | 9163 | 12556 | 118925 | 12621 | 19091 | 4597 | 5304 | 45107 | 32262 | 4450 | 84403 | 40959 | 19958 | 20027 | 18480 | 25919 | 6357 | 21015 | 38553 | 82354 | 26193 | 13405 | 27618 | 5774 |
| | '55 | 23687 | 8924 | 13217 | 115195 | 13883 | 17605 | 4115 | 5031 | 42985 | 30656 | 4455 | 78832 | 40950 | 23054 | 20759 | 19369 | 25988 | 5553 | 18612 | 35880 | 94749 | 27770 | 12882 | 35441 | 5586 |
| | '54 | 18405 | 6691 | 10348 | 90843 | 11007 | 16702 | 2890 | 4112 | 31334 | 23540 | 3242 | 62684 | 32328 | 21009 | 18182 | 16242 | 19864 | 4679 | 19985 | 30651 | 73620 | 23241 | 9686 | 26827 | 4307 |
| | '53 | 20444 | 7301 | 9897 | 102725 | 11168 | 16810 | 3314 | 3878 | 29444 | 23949 | 4279 | 65338 | 32766 | 20094 | 17941 | 18093 | 19378 | 5237 | 16618 | 31579 | 81055 | 24438 | 10833 | 28697 | 4887 |
| | '52 | 10610 | 4010 | 5482 | 54175 | 6500 | 8109 | 1507 | 2070 | 15642 | 13270 | 2536 | 32404 | 17165 | 10618 | 10031 | 10436 | 9678 | 3006 | 9902 | 16143 | 36074 | 13189 | 5991 | 15091 | 2530 |
| | '51 | 16282 | 5819 | 8327 | 78470 | 9503 | 11624 | 2020 | 2322 | 21827 | 22661 | 3575 | 40423 | 24132 | 17138 | 14876 | 17957 | 14041 | 4268 | 10830 | 23552 | 45017 | 20282 | 9821 | 21284 | 3515 |
| | '50 | 23253 | 6654 | 10314 | 92727 | 11503 | 12406 | 2212 | 2425 | 24873 | 28094 | 4128 | 45072 | 26262 | 22713 | 18255 | 21725 | 16688 | 4505 | 14624 | 26091 | 46614 | 24847 | 12699 | 26548 | 3875 |
| | '49 | 16598 | 5422 | 7155 | 74937 | 9298 | 9651 | 1636 | 1464 | 18218 | 18262 | 3644 | 33091 | 19506 | 19654 | 14259 | 17383 | 11705 | 3400 | 7788 | 19327 | 30255 | 19542 | 9522 | 20435 | 3061 |
| | '48 | 4128 | 1019 | 1620 | 15547 | 1896 | 1628 | 285 | 205 | 3608 | 5336 | 729 | 5617 | 3281 | 3800 | 2982 | 3125 | 2937 | 865 | 2698 | 3733 | 5786 | 3674 | 2505 | 3923 | 591 |
| | '47 | 4771 | 1590 | 2240 | 25039 | 2973 | 2316 | 397 | 243 | 5237 | 6425 | 1325 | 7286 | 4678 | 4813 | 4376 | 4316 | 3590 | 1086 | 2009 | 5021 | 8179 | 5138 | 2874 | 5593 | 899 |
| | '46 | 5264 | 1507 | 2378 | 20263 | 2804 | 2077 | 330 | 176 | 4698 | 7152 | 1002 | 6047 | 3631 | 4866 | 4115 | 3730 | 3724 | 1120 | 918 | 4574 | 6022 | 5894 | 3720 | 5067 | 841 |
| | '45-'42 | 731 | 416 | 365 | 6550 | 932 | 372 | 48 | 20 | 1223 | 772 | 340 | 967 | 582 | 855 | 743 | 557 | 634 | 210 | 136 | 640 | 879 | 1013 | 434 | 753 | 273 |
| | '41 | 2165 | 998 | 1093 | 16619 | 1835 | 1507 | 145 | 109 | 2443 | 3079 | 920 | 2448 | 1696 | 2628 | 2729 | 1470 | 1704 | 521 | 458 | 2494 | 2547 | 4143 | 1565 | 2605 | 583 |
| | '40 | 1974 | 663 | 759 | 13062 | 1543 | 968 | 109 | 98 | 2302 | 4351 | 466 | 2142 | 1574 | 2209 | 1919 | 1200 | 1284 | 417 | 391 | 1862 | 2395 | 3064 | 1221 | 1837 | 412 |
| | '39 | 760 | 313 | 370 | 7123 | 856 | 530 | 50 | 53 | 1015 | 1369 | 240 | 1312 | 848 | 1390 | 1112 | 667 | 661 | 214 | 256 | 878 | 1411 | 1787 | 531 | 988 | 238 |
| | Before '39 | 2879 | 2126 | 1672 | 44586 | 3900 | 2434 | 274 | 203 | 5308 | 4564 | 1269 | 7180 | 4761 | 7292 | 6466 | 3122 | 2233 | 1288 | 1241 | 3187 | 8379 | 10417 | 1605 | 5176 | 1514 |
| | Unid.* | 169 | 66 | 54 | 137 | 54 | 81 | 372 | 612 | 952 | 1261 | 26 | 601 | 295 | 210 | 103 | 193 | 295 | 31 | 480 | 294 | 908 | 78 | 252 | 120 | 60 |
| | Total | 194853 | 70009 | 96133 | 974860 | 110661 | 133854 | 26948 | 32365 | 290745 | 250494 | 38401 | 536570 | 286095 | 197274 | 172696 | 172827 | 179503 | 46815 | 141520 | 268159 | 597773 | 237659 | 108617 | 248265 | 42490 |
| HUDSON | '57 | 147 | 36 | 26 | 210 | 45 | 176 | 3 | 13 | 81 | 30 | 39 | 280 | 126 | 70 | 59 | 61 | 14 | 47 | 111 | 133 | 203 | 92 | 11 | 23 | 32 |
| | '56 | 303 | 134 | 131 | 2143 | 379 | 682 | 23 | 95 | 867 | 117 | 317 | 1837 | 786 | 494 | 431 | 223 | 154 | 298 | 321 | 1046 | 1644 | 602 | 84 | 167 | 296 |
| | '55 | 413 | 295 | 300 | 4200 | 510 | 876 | 24 | 133 | 1282 | 198 | 296 | 4829 | 1331 | 629 | 624 | 321 | 245 | 267 | 655 | 1554 | 1947 | 887 | 148 | 417 | 315 |
| | '54 | 431 | 213 | 231 | 2416 | 583 | 916 | 68 | 209 | 1135 | 272 | 222 | 5286 | 1588 | 672 | 741 | 391 | 233 | 316 | 719 | 1610 | 2594 | 986 | 112 | 537 | 387 |
| | '53 | 711 | 412 | 254 | 5520 | 731 | 1218 | 145 | 220 | 1492 | 546 | 387 | 5678 | 1867 | 699 | 811 | 602 | 410 | 379 | 973 | 1701 | 3740 | 1160 | 257 | 815 | 420 |
| | '52 | 772 | 426 | 251 | 6868 | 953 | 1101 | 129 | 303 | 1663 | 602 | 393 | 4924 | 1779 | 615 | 1056 | 678 | 405 | 380 | 1352 | 1504 | 2939 | 1009 | 264 | 875 | 403 |
| | '51 | 1157 | 824 | 506 | 11044 | 1807 | 1946 | 215 | 338 | 2671 | 1014 | 655 | 8948 | 3256 | 1615 | 1804 | 1232 | 673 | 595 | 1558 | 2892 | 5178 | 2218 | 380 | 1660 | 695 |
| | '50 | 889 | 747 | 396 | 10802 | 1657 | 1222 | 147 | 326 | 2326 | 748 | 515 | 7086 | 2748 | 1517 | 1380 | 1081 | 583 | 461 | 1165 | 2421 | 3944 | 2561 | 296 | 1431 | 537 |
| | '49 | 1013 | 754 | 528 | 9973 | 2086 | 1431 | 158 | 309 | 2338 | 914 | 631 | 5619 | 2784 | 1978 | 1758 | 1302 | 880 | 569 | 1032 | 2363 | 3081 | 2491 | 468 | 2213 | 565 |
| | '48 | 478 | 365 | 222 | 6376 | 519 | 907 | 91 | 111 | 1097 | 409 | 310 | 1820 | 1054 | 721 | 813 | 594 | 328 | 268 | 591 | 1430 | 1740 | 868 | 206 | 873 | 194 |
| | '47 | 318 | 173 | 116 | 3335 | 243 | 453 | 39 | 64 | 631 | 294 | 171 | 941 | 546 | 344 | 376 | 260 | 191 | 127 | 292 | 762 | 913 | 351 | 124 | 524 | 103 |
| | '46 | 215 | 150 | 57 | 2694 | 170 | 332 | 34 | 32 | 508 | 154 | 138 | 559 | 376 | 256 | 286 | 199 | 96 | 94 | 133 | 510 | 584 | 261 | 78 | 314 | 63 |
| | '45-'42 | 18 | 34 | 7 | 486 | 34 | 46 | 6 | | 50 | 31 | 30 | 97 | 55 | 49 | 56 | 22 | 8 | 22 | 9 | 44 | 71 | 38 | 14 | 25 | 24 |
| | '41 | 61 | 65 | 17 | 1235 | 86 | 125 | 5 | 11 | 147 | 51 | 58 | 161 | 142 | 113 | 123 | 39 | 28 | 46 | 40 | 150 | 221 | 103 | 19 | 93 | 34 |
| | '40 | 41 | 30 | 12 | 664 | 84 | 84 | 7 | 7 | 109 | 38 | 29 | 146 | 151 | 107 | 77 | 33 | 24 | 24 | 39 | 96 | 114 | 77 | 9 | 46 | 21 |
| | '39 | 15 | 15 | 8 | 330 | 35 | 32 | | 1 | 53 | 13 | 10 | 57 | 45 | 54 | 40 | 8 | 15 | 16 | 15 | 41 | 65 | 33 | 4 | 44 | 8 |
| | Before '39 | 38 | 49 | 20 | 735 | 128 | 101 | 8 | 15 | 90 | 42 | 57 | 185 | 142 | 130 | 156 | 50 | 28 | 54 | 40 | 116 | 187 | 173 | 17 | 66 | 51 |
| | Unid.* | 7 | 4 | 5 | 10 | 11 | 7 | 14 | 89 | 54 | 30 | 3 | 52 | 36 | 12 | 10 | 6 | 11 | 1 | 66 | 28 | 60 | 11 | 4 | 4 | 2 |
| | Total | 7027 | 4732 | 3087 | 68831 | 10061 | 11555 | 1114 | 2276 | 16594 | 5503 | 4261 | 48505 | 18812 | 10075 | 10601 | 7112 | 4326 | 3964 | 9110 | 18401 | 29205 | 13921 | 2495 | 10127 | 4140 |
| KAISER-FRAZER | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | 4 | 2 | 4 | 3 | | | 1 | 1 | 7 | 33 | | 17 | 5 | 6 | 4 | 5 | 14 | 1 | 24 | 11 | 9 | 1 | 3 | 1 | 1 |
| | '55 | 6 | 7 | 5 | 58 | 2 | 8 | 2 | 7 | 11 | 18 | 1 | 23 | 25 | 3 | 11 | 5 | 13 | 1 | 38 | 12 | 14 | 2 | 2 | 5 | 1 |
| | '54 | 45 | 46 | 28 | 822 | 48 | 129 | 19 | 25 | 283 | 105 | 43 | 496 | 250 | 147 | 117 | 75 | 115 | 43 | 213 | 202 | 342 | 166 | 24 | 117 | 48 |
| | '53 | 487 | 287 | 178 | 4492 | 249 | 690 | 109 | 102 | 1453 | 543 | 142 | 1963 | 1225 | 402 | 738 | 407 | 561 | 304 | 532 | 1081 | 2373 | 687 | 183 | 412 | 146 |
| | '52 | 641 | 464 | 312 | 4485 | 271 | 881 | 165 | 167 | 1530 | 569 | 206 | 2257 | 1265 | 502 | 700 | 522 | 670 | 260 | 1180 | 1219 | 2180 | 810 | 253 | 480 | 173 |
| | '51 | 1755 | 1014 | 972 | 12374 | 1205 | 3101 | 415 | 356 | 5030 | 1865 | 689 | 8922 | 4390 | 2864 | 2444 | 1920 | 1916 | 716 | 1526 | 3371 | 6634 | 3948 | 945 | 2073 | 573 |
| | '50 | 120 | 81 | 65 | 1466 | 122 | 158 | 45 | 45 | 302 | 101 | 62 | 573 | 291 | 312 | 226 | 177 | 127 | 60 | 932 | 237 | 270 | 430 | 60 | 256 | 63 |
| | '49 | 446 | 303 | 265 | 3723 | 430 | 541 | 109 | 68 | 1045 | 302 | 265 | 2336 | 1169 | 1330 | 818 | 576 | 538 | 214 | 406 | 742 | 1326 | 1511 | 251 | 1143 | 242 |
| | '48 | 454 | 334 | 238 | 4477 | 521 | 563 | 102 | 79 | 1028 | 313 | 348 | 2672 | 1218 | 1549 | 1002 | 601 | 464 | 121 | 506 | 829 | 1378 | 1231 | 217 | 1235 | 230 |
| | '47 | 289 | 253 | 128 | 4498 | 269 | 497 | 61 | 55 | 718 | 184 | 244 | 964 | 506 | 451 | 453 | 324 | 229 | 93 | 224 | 501 | 526 | 475 | 120 | 520 | 156 |
| | '46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '45-'42 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '41 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '40 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Before '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Unid.* | 24 | 9 | 12 | 221 | 9 | 17 | 13 | 74 | 138 | 56 | 7 | 95 | 62 | 54 | 14 | 27 | 55 | 8 | 78 | 45 | 75 | 19 | 16 | 21 | 4 |
| | Total | 4251 | 2800 | 2207 | 36619 | 3126 | 6585 | 1041 | 979 | 11545 | 4089 | 2007 | 20320 | 10406 | 7820 | 6527 | 4639 | 4702 | 1821 | 5659 | 8250 | 15127 | 9280 | 2074 | 6263 | 1637 |
| LINCOLN | '57 | 245 | 200 | 114 | 3506 | 193 | 332 | 96 | 112 | 1040 | 282 | 79 | 1951 | 627 | 241 | 225 | 165 | 272 | 76 | 241 | 586 | 1826 | 449 | 107 | 267 | 84 |
| | '56 | 479 | 306 | 243 | 6922 | 529 | 632 | 142 | 235 | 2183 | 529 | 230 | 3592 | 1316 | 514 | 490 | 320 | 507 | 134 | 567 | 1165 | 3149 | 796 | 194 | 654 | 202 |
| | '55 | 289 | 189 | 140 | 3362 | 314 | 479 | 97 | 110 | 1100 | 290 | 120 | 1847 | 652 | 328 | 306 | 141 | 303 | 94 | 346 | 785 | 1497 | 364 | 126 | 439 | 124 |
| | '54 | 351 | 310 | 153 | 4679 | 543 | 648 | 124 | 155 | 1474 | 364 | 144 | 2324 | 803 | 432 | 373 | 251 | 381 | 117 | 425 | 972 | 1850 | 534 | 112 | 529 | 119 |
| | '53 | 470 | 304 | 166 | 5814 | 585 | 635 | 106 | 151 | 1477 | 464 | 175 | 2413 | 1031 | 462 | 452 | 243 | 420 | 115 | 534 | 1001 | 2183 | 580 | 148 | 559 | 164 |
| | '52 | 292 | 204 | 123 | 4062 | 400 | 471 | 60 | 89 | 999 | 302 | 110 | 1488 | 652 | 274 | 302 | 198 | 277 | 98 | 383 | 709 | 1253 | 359 | 119 | 368 | 106 |
| | '51 | 335 | 207 | 132 | 3533 | 391 | 518 | 65 | 149 | 1103 | 381 | 133 | 1652 | 736 | 337 | 315 | 231 | 272 | 101 | 393 | 756 | 1311 | 490 | 161 | 490 | 117 |
| | '50 | 344 | 161 | 99 | 3113 | 366 | 386 | 62 | 116 | 1035 | 360 | 92 | 1208 | 587 | 311 | 268 | 219 | 271 | 97 | 439 | 627 | 990 | 359 | 126 | 468 | 94 |
| | '49 | 509 | 373 | 195 | 5908 | 594 | 776 | 102 | 179 | 1635 | 469 | 223 | 1793 | 864 | 547 | 537 | 476 | 403 | 132 | 415 | 1043 | 1128 | 674 | 239 | 728 | 170 |
| | '48 | 34 | 22 | 18 | 742 | 36 | 91 | 7 | 17 | 147 | 39 | 14 | 152 | 50 | 25 | 38 | 34 | 31 | 11 | 99 | 84 | 94 | 51 | 15 | 54 | 14 |
| | '47 | 41 | 55 | 21 | 1036 | 63 | 149 | 5 | 17 | 200 | 41 | 36 | 173 | 77 | 45 | 55 | 41 | 42 | 18 | 74 | 142 | 90 | 61 | 27 | 60 | 13 |
| | '46 | 15 | 32 | 8 | 528 | 39 | 62 | 7 | 10 | 84 | 19 | 22 | 93 | 36 | 25 | 17 | 34 | 27 | 10 | 10 | 81 | 61 | 51 | 12 | 35 | 12 |
| | '45-'42 | 7 | 12 | | 183 | 11 | 15 | | 1 | 24 | 9 | 2 | 20 | 7 | 2 | 2 | 3 | 8 | 3 | 2 | 22 | 17 | 18 | 4 | 11 | 2 |
| | '41 | 18 | 33 | 5 | 557 | 33 | 55 | 3 | 7 | 48 | 11 | 10 | 48 | 21 | 24 | 19 | 14 | 20 | 13 | 7 | 80 | 44 | 36 | 7 | 29 | 9 |
| | '40 | 12 | 22 | 5 | 452 | 29 | 29 | 7 | 4 | 42 | 12 | 9 | 28 | 16 | 23 | 15 | 12 | 7 | 3 | 13 | 36 | 28 | 16 | 3 | 18 | 6 |
| | '39 | 6 | 10 | 5 | 224 | 14 | 14 | 1 | | 17 | 8 | 6 | 17 | 9 | 6 | 9 | 6 | 6 | 5 | 5 | 18 | 20 | 12 | 6 | 1 | 5 |
| | Before '39 | 21 | 23 | 5 | 412 | 21 | 35 | 2 | 2 | 31 | 9 | 6 | 34 | 19 | 25 | 14 | 4 | 4 | 7 | 9 | 42 | 26 | 25 | 2 | 31 | 14 |
| | Unid.* | 4 | 3 | 2 | 3 | 2 | 5 | 5 | 26 | 46 | 14 | 1 | 11 | 3 | 7 | | 8 | 6 | | 21 | 15 | 38 | 3 | 2 | | 1 |
| | Total | 3472 | 2466 | 1434 | 45036 | 4163 | 5332 | 891 | 1384 | 12585 | 3803 | 1412 | 18844 | 7506 | 3628 | 3437 | 2398 | 3257 | 1034 | 3983 | 8144 | 15605 | 4878 | 1410 | 4741 | 1256 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Cars in Use by Makes, by Model Year, see page 121*

# AND MODEL YEAR—*continued*

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N.D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DODGE | '57 | 691 | 166 | 464 | 7592 | 785 | 17620 | 2129 | 622 | 12432 | 1072 | 1366 | 13026 | 549 | 898 | 467 | 2083 | 6478 | 419 | 303 | 2079 | 1750 | 1502 | 2741 | 241 | 154790 |
| | '56 | 1327 | 378 | 803 | 10968 | 742 | 23803 | 3279 | 796 | 19150 | 1981 | 2793 | 19514 | 756 | 1477 | 487 | 2630 | 8228 | 825 | 487 | 3805 | 3349 | 2848 | 5329 | 427 | 223392 |
| | '55 | 1954 | 532 | 938 | 9966 | 1159 | 23099 | 4146 | 1041 | 19510 | 2438 | 3068 | 21044 | 1154 | 2034 | 1064 | 3777 | 11212 | 1207 | 476 | 4956 | 4285 | 3295 | 5544 | 562 | 261394 |
| | '54 | 1279 | 300 | 660 | 6278 | 623 | 17684 | 2481 | 621 | 11096 | 1458 | 1501 | 11366 | 781 | 1144 | 762 | 2247 | 6435 | 463 | 420 | 2759 | 2253 | 1643 | 3303 | 324 | 152439 |
| | '53 | 1915 | 540 | 1135 | 10705 | 1098 | 32142 | 5092 | 951 | 20239 | 2534 | 2757 | 21656 | 1677 | 2362 | 1228 | 4617 | 13740 | 1281 | 803 | 4653 | 4150 | 3172 | 5901 | 556 | 284668 |
| | '52 | 1506 | 315 | 688 | 8128 | 770 | 22918 | 3518 | 689 | 13862 | 2674 | 1948 | 15481 | 1049 | 1683 | 772 | 3298 | 10543 | 782 | 541 | 4158 | 2963 | 2333 | 5096 | 363 | 207639 |
| | '51 | 2135 | 353 | 815 | 10563 | 800 | 27030 | 4083 | 860 | 16280 | 2662 | 2364 | 18442 | 1290 | 2001 | 1063 | 3544 | 10500 | 1015 | 514 | 4662 | 3986 | 2730 | 6358 | 468 | 242427 |
| | '50 | 2718 | 442 | 1007 | 13135 | 974 | 32095 | 5391 | 923 | 20223 | 3573 | 3193 | 22101 | 1801 | 2670 | 1253 | 4927 | 15264 | 1333 | 610 | 5471 | 5260 | 3053 | 7493 | 618 | 304535 |
| | '49 | 2379 | 345 | 830 | 10170 | 860 | 23975 | 4468 | 860 | 15833 | 2814 | 3038 | 17877 | 1432 | 2094 | 1190 | 3902 | 12331 | 1176 | 537 | 4399 | 4874 | 2771 | 6126 | 555 | 242943 |
| | '48 | 1244 | 280 | 632 | 7186 | 434 | 14536 | 2458 | 482 | 9782 | 1730 | 1823 | 11358 | 962 | 1353 | 757 | 2268 | 6151 | 791 | 373 | 3014 | 3103 | 1821 | 3447 | 269 | 155406 |
| | '47 | 1136 | 263 | 447 | 6392 | 400 | 12650 | 2410 | 359 | 8399 | 1520 | 1736 | 10352 | 753 | 1076 | 625 | 1662 | 5411 | 692 | 248 | 2630 | 3055 | 1681 | 3012 | 250 | 133437 |
| | '46 | 629 | 168 | 206 | 3392 | 230 | 5953 | 1389 | 198 | 4131 | 864 | 1195 | 5576 | 424 | 632 | 335 | 1057 | 2792 | 383 | 120 | 1335 | 1983 | 936 | 1671 | 129 | 72491 |
| | '45-'42 | 135 | 54 | 23 | 303 | 67 | 540 | 169 | 47 | 465 | 138 | 361 | 519 | 56 | 112 | 55 | 152 | 581 | 107 | 25 | 136 | 652 | 112 | 186 | 34 | 11797 |
| | '41 | 325 | 137 | 105 | 1251 | 139 | 2014 | 548 | 96 | 1671 | 436 | 897 | 2130 | 218 | 276 | 136 | 458 | 1346 | 187 | 69 | 859 | 1731 | 357 | 707 | 86 | 36607 |
| | '40 | 309 | 103 | 102 | 969 | 96 | 1509 | 529 | 78 | 1495 | 375 | 709 | 1890 | 159 | 298 | 133 | 415 | 1279 | 200 | 63 | 540 | 1257 | 324 | 608 | 80 | 30725 |
| | '39 | 146 | 59 | 59 | 480 | 47 | 759 | 297 | 65 | 659 | 231 | 351 | 896 | 93 | 157 | 72 | 206 | 626 | 88 | 34 | 264 | 680 | 117 | 319 | 38 | 17066 |
| | Before '39 | 491 | 176 | 129 | 1086 | 134 | 1474 | 426 | 138 | 1958 | 572 | 853 | 2664 | 194 | 292 | 183 | 328 | 1045 | 275 | 88 | 515 | 1997 | 402 | 987 | 122 | 39996 |
| | Unid.* | 16 | 3 | 4 | 66 | 11 | 453 | 4 | | 143 | 46 | 2 | 493 | 18 | 4 | 8 | 95 | 215 | 7 | | 31 | 121 | 2 | 4 | 4 | 3778 |
| | Total | 20335 | 4614 | 9047 | 108630 | 9369 | 260254 | 42817 | 8826 | 177328 | 27118 | 29953 | 196385 | 13366 | 20563 | 10590 | 37666 | 114177 | 11231 | 5711 | 46086 | 47449 | 29099 | 58810 | 5126 | 2573530 |
| FORD | '57 | 7188 | 1420 | 2208 | 30322 | 5588 | 69889 | 21163 | 4240 | 61208 | 9332 | 9447 | 49543 | 3406 | 9837 | 2971 | 17962 | 69544 | 2903 | 2188 | 14233 | 11921 | 7290 | 18646 | 1790 | 972048 |
| | '56 | 10219 | 2698 | 4165 | 46464 | 6529 | 99235 | 32556 | 5006 | 87651 | 19292 | 15294 | 82185 | 5278 | 15081 | 4086 | 22264 | 86154 | 4782 | 3048 | 27902 | 19628 | 14682 | 27811 | 2576 | 1360588 |
| | '55 | 11997 | 2599 | 4688 | 40899 | 6419 | 91555 | 33118 | 4893 | 84553 | 22301 | 14185 | 74007 | 5504 | 15540 | 5687 | 24370 | 88227 | 5404 | 2580 | 29933 | 18863 | 10762 | 28105 | 2575 | 1353962 |
| | '54 | 11574 | 1798 | 3548 | 36001 | 4697 | 79257 | 25760 | 4350 | 66170 | 19753 | 10119 | 57781 | 4693 | 12113 | 5376 | 19737 | 69794 | 3900 | 2162 | 25686 | 16043 | 8840 | 24552 | 2048 | 1100151 |
| | '53 | 11567 | 2074 | 3647 | 37518 | 5108 | 76970 | 31068 | 5061 | 70384 | 17904 | 12434 | 72066 | 5353 | 14956 | 4877 | 20328 | 70314 | 4920 | 2433 | 23920 | 19596 | 10685 | 24740 | 2328 | 1160115 |
| | '52 | 6940 | 1060 | 2061 | 19329 | 2718 | 38969 | 17184 | 2749 | 35522 | 11673 | 6786 | 36687 | 2943 | 9003 | 2665 | 11154 | 37371 | 3168 | 1261 | 15014 | 10757 | 5733 | 13421 | 1269 | 611606 |
| | '51 | 10377 | 1550 | 2767 | 26104 | 3834 | 54826 | 30644 | 4277 | 50629 | 15180 | 9657 | 49305 | 4758 | 15587 | 4422 | 18813 | 53010 | 4522 | 1763 | 19689 | 15750 | 9533 | 18895 | 1717 | 879285 |
| | '50 | 12957 | 1658 | 3012 | 27277 | 4255 | 55980 | 37574 | 4656 | 54346 | 18752 | 11259 | 54805 | 5340 | 22184 | 5308 | 22722 | 65055 | 5333 | 1722 | 23495 | 18817 | 11850 | 23036 | 1980 | 1022480 |
| | '49 | 10684 | 1435 | 2130 | 18851 | 3261 | 38080 | 25697 | 4125 | 37608 | 12757 | 9244 | 36924 | 3687 | 16463 | 4624 | 17373 | 45656 | 4117 | 1226 | 15894 | 16306 | 9401 | 17694 | 1691 | 750153 |
| | '48 | 2961 | 304 | 487 | 2698 | 685 | 5642 | 5613 | 920 | 6440 | 4699 | 1906 | 5527 | 599 | 3357 | 1168 | 3619 | 10135 | 759 | 319 | 5327 | 3566 | 1860 | 2771 | 331 | 153013 |
| | '47 | 3822 | 507 | 574 | 4324 | 914 | 8003 | 8899 | 1352 | 9817 | 5323 | 2871 | 8995 | 789 | 5295 | 1540 | 4677 | 13846 | 1139 | 405 | 5661 | 5481 | 3136 | 3996 | 548 | 214330 |
| | '46 | 3656 | 384 | 531 | 3373 | 808 | 5732 | 7871 | 1362 | 6980 | 4388 | 2476 | 7492 | 824 | 5189 | 1549 | 4344 | 12163 | 959 | 328 | 3957 | 4235 | 2461 | 3793 | 471 | 186876 |
| | '45-'42 | 615 | 167 | 83 | 525 | 298 | 824 | 800 | 282 | 992 | 840 | 409 | 785 | 124 | 545 | 242 | 722 | 2955 | 451 | 54 | 637 | 1637 | 256 | 647 | 147 | 35482 |
| | '41 | 2459 | 293 | 269 | 1540 | 497 | 1727 | 3643 | 999 | 2767 | 2947 | 1458 | 2739 | 396 | 2987 | 939 | 1793 | 7127 | 661 | 138 | 1888 | 2860 | 932 | 2314 | 316 | 101893 |
| | '40 | 1885 | 221 | 260 | 1123 | 373 | 1558 | 5054 | 623 | 2733 | 2185 | 1201 | 2479 | 340 | 3669 | 694 | 1882 | 6023 | 481 | 150 | 2015 | 2098 | 739 | 1746 | 249 | 88023 |
| | '39 | 1089 | 114 | 141 | 634 | 185 | 823 | 1552 | 330 | 1665 | 1221 | 530 | 1315 | 178 | 1318 | 383 | 618 | 2861 | 264 | 62 | 944 | 866 | 414 | 1144 | 147 | 43771 |
| | Before '39 | 5536 | 1011 | 756 | 3367 | 908 | 3539 | 5215 | 2531 | 9096 | 5033 | 3342 | 7569 | 755 | 5231 | 1930 | 2431 | 10830 | 1145 | 510 | 3362 | 7587 | 1888 | 6549 | 784 | 223980 |
| | Unid.* | 87 | 17 | 20 | 132 | 25 | 866 | 20 | 7 | 460 | 347 | 15 | 1526 | 47 | 40 | 36 | 585 | 1118 | 48 | 3 | 146 | 520 | 17 | 12 | 15 | 13793 |
| | Total | 115613 | 19310 | 31347 | 300481 | 47102 | 633475 | 293431 | 47783 | 589021 | 173327 | 112633 | 551730 | 45014 | 158405 | 48497 | 195374 | 652183 | 44956 | 20352 | 219683 | 176531 | 100479 | 217874 | 20982 | 10271549 |
| HUDSON | '57 | 22 | 2 | 21 | 64 | 10 | 312 | 29 | 13 | 222 | 20 | 20 | 305 | 25 | 7 | 15 | 42 | 78 | 18 | 11 | 34 | 71 | 26 | 93 | 8 | 3534 |
| | '56 | 151 | 17 | 213 | 766 | 76 | 2329 | 300 | 132 | 1376 | 190 | 430 | 1927 | 170 | 76 | 119 | 192 | 688 | 136 | 76 | 399 | 638 | 277 | 1464 | 72 | 25788 |
| | '55 | 209 | 77 | 335 | 1239 | 101 | 2944 | 534 | 121 | 2125 | 327 | 688 | 2872 | 273 | 309 | 191 | 336 | 1155 | 199 | 71 | 720 | 850 | 403 | 1979 | 112 | 40866 |
| | '54 | 220 | 56 | 301 | 2147 | 122 | 4244 | 447 | 114 | 3216 | 334 | 417 | 3215 | 318 | 292 | 140 | 362 | 908 | 201 | 69 | 901 | 814 | 384 | 1317 | 124 | 43521 |
| | '53 | 349 | 119 | 366 | 2344 | 245 | 5166 | 706 | 160 | 3937 | 443 | 815 | 3945 | 339 | 417 | 207 | 590 | 1477 | 392 | 80 | 1102 | 1189 | 458 | 1475 | 138 | 57607 |
| | '52 | 406 | 168 | 267 | 2484 | 242 | 5197 | 768 | 170 | 3742 | 613 | 945 | 3986 | 305 | 424 | 188 | 699 | 1868 | 457 | 108 | 1368 | 1316 | 501 | 1331 | 216 | 59213 |
| | '51 | 898 | 244 | 452 | 4370 | 396 | 8151 | 1339 | 384 | 6418 | 931 | 1584 | 7228 | 456 | 677 | 497 | 1168 | 2812 | 910 | 162 | 1572 | 2340 | 904 | 3084 | 324 | 102082 |
| | '50 | 609 | 191 | 329 | 3366 | 284 | 6669 | 1091 | 205 | 4974 | 912 | 1155 | 5267 | 429 | 548 | 403 | 959 | 2506 | 822 | 137 | 1412 | 1767 | 702 | 2683 | 234 | 84650 |
| | '49 | 666 | 214 | 333 | 3039 | 320 | 5647 | 1211 | 316 | 5023 | 881 | 1343 | 5302 | 429 | 587 | 495 | 1125 | 2661 | 1001 | 203 | 1396 | 1918 | 887 | 2567 | 332 | 85134 |
| | '48 | 393 | 117 | 153 | 1661 | 133 | 2877 | 721 | 135 | 2294 | 578 | 701 | 2726 | 264 | 306 | 148 | 501 | 1333 | 294 | 68 | 755 | 1170 | 476 | 1023 | 89 | 41291 |
| | '47 | 164 | 53 | 79 | 768 | 52 | 1259 | 388 | 44 | 1004 | 210 | 431 | 1285 | 143 | 248 | 57 | 257 | 604 | 120 | 36 | 318 | 792 | 292 | 433 | 50 | 20778 |
| | '46 | 105 | 50 | 47 | 398 | 33 | 708 | 298 | 31 | 732 | 180 | 342 | 850 | 91 | 178 | 34 | 139 | 410 | 93 | 25 | 204 | 627 | 152 | 303 | 29 | 14322 |
| | '45-'42 | 29 | 8 | 2 | 38 | 6 | 67 | 27 | 5 | 80 | 25 | 52 | 115 | 11 | 30 | 3 | 18 | 82 | 32 | 4 | 25 | 144 | 10 | 49 | 5 | 2143 |
| | '41 | 35 | 17 | 31 | 143 | 11 | 181 | 68 | 11 | 233 | 42 | 166 | 272 | 21 | 59 | 10 | 30 | 123 | 49 | 9 | 58 | 313 | 50 | 160 | 21 | 5308 |
| | '40 | 30 | 12 | 25 | 86 | 7 | 130 | 49 | 9 | 185 | 30 | 81 | 247 | 18 | 19 | 12 | 32 | 89 | 22 | 8 | 36 | 174 | 30 | 102 | 13 | 3500 |
| | '39 | 10 | 7 | 7 | 44 | 3 | 71 | 18 | 3 | 57 | 15 | 29 | 93 | 12 | 13 | 1 | 11 | 35 | 22 | 9 | 27 | 67 | 17 | 46 | 8 | 1582 |
| | Before '39 | 51 | 20 | 17 | 111 | 8 | 143 | 58 | 29 | 255 | 72 | 123 | 215 | 24 | 59 | 21 | 32 | 128 | 48 | 25 | 34 | 332 | 31 | 162 | 24 | 4678 |
| | Unid.* | 5 | | 1 | 20 | | 112 | 1 | 1 | 26 | 14 | 2 | 86 | 5 | | 1 | 18 | 47 | 5 | 1 | 10 | 34 | 2 | 1 | 2 | 931 |
| | Total | 4352 | 1372 | 2979 | 23088 | 2049 | 46207 | 8053 | 1 83 | 35899 | 5817 | 9324 | 39936 | 3333 | 4239 | 2542 | 6511 | 16982 | 4819 | 1102 | 10371 | 14556 | 5602 | 18272 | 1801 | 598924 |
| KAISER-FRAZER | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | | | | 2 | 1 | 18 | 4 | | 24 | 1 | | 4 | 3 | 2 | 2 | 1 | 11 | 1 | | 1 | 13 | | 1 | | 246 |
| | '55 | 8 | 1 | 2 | 18 | 3 | 58 | 7 | | 54 | 2 | 3 | 27 | 1 | 3 | 2 | 6 | 30 | 3 | 1 | 19 | 12 | 5 | 6 | | 551 |
| | '54 | 48 | 13 | 36 | 292 | 18 | 711 | 75 | 29 | 643 | 46 | 94 | 602 | 51 | 34 | 37 | 45 | 140 | 39 | 11 | 175 | 137 | 57 | 289 | 9 | 7581 |
| | '53 | 296 | 60 | 135 | 1478 | 115 | 3370 | 554 | 87 | 2905 | 166 | 538 | 3201 | 251 | 259 | 116 | 482 | 1297 | 232 | 91 | 569 | 824 | 303 | 762 | 26 | 37843 |
| | '52 | 300 | 63 | 185 | 2016 | 131 | 3651 | 939 | 101 | 2834 | 270 | 661 | 3853 | 263 | 432 | 96 | 592 | 1846 | 289 | 93 | 1240 | 1102 | 408 | 796 | 47 | 44370 |
| | '51 | 1242 | 249 | 435 | 7067 | 506 | 11599 | 3312 | 500 | 9857 | 1002 | 2306 | 11813 | 916 | 1340 | 766 | 1700 | 4516 | 794 | 305 | 2143 | 3833 | 1674 | 4055 | 176 | 142924 |
| | '50 | 103 | 17 | 59 | 272 | 52 | 615 | 155 | 57 | 596 | 298 | 177 | 878 | 63 | 38 | 96 | 105 | 257 | 76 | 33 | 804 | 352 | 107 | 340 | 23 | 12154 |
| | '49 | 570 | 81 | 92 | 1015 | 167 | 2263 | 586 | 308 | 2230 | 335 | 744 | 2898 | 199 | 203 | 408 | 419 | 1013 | 363 | 78 | 525 | 1123 | 457 | 1427 | 89 | 37672 |
| | '48 | 712 | 101 | 92 | 1366 | 159 | 2066 | 801 | 211 | 2082 | 461 | 856 | 1905 | 194 | 224 | 387 | 457 | 1136 | 235 | 58 | 630 | 1112 | 409 | 1277 | 110 | 38531 |
| | '47 | 364 | 97 | 41 | 736 | 100 | 1172 | 421 | 119 | 954 | 259 | 568 | 1049 | 109 | 192 | 205 | 232 | 657 | 118 | 23 | 355 | 901 | 234 | 456 | 67 | 22147 |
| | '46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '45-'42 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '41 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '40 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Before '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Unid.* | 8 | 3 | 8 | 59 | 7 | 106 | 5 | 3 | 100 | 25 | 22 | 99 | 32 | 5 | 4 | 39 | 151 | 11 | 1 | 11 | 100 | 4 | 60 | 6 | 2022 |
| | Total | 3651 | 685 | 1085 | 14321 | 1259 | 25629 | 6639 | 1415 | 22079 | 2865 | 5969 | 26329 | 2082 | 2732 | 2099 | 4058 | 11054 | 2161 | 694 | 6472 | 9509 | 3658 | 9469 | 553 | 346041 |
| LINCOLN | '57 | 116 | 81 | 57 | 1036 | 129 | 2936 | 323 | 73 | 1439 | 134 | 263 | 1533 | 113 | 97 | 54 | 201 | 931 | 90 | 23 | 267 | 265 | 130 | 404 | 51 | 24062 |
| | '56 | 270 | 183 | 134 | 1950 | 230 | 4540 | 534 | 141 | 3000 | 428 | 643 | 2895 | 177 | 230 | 85 | 425 | 2059 | 263 | 64 | 577 | 600 | 328 | 996 | 117 | 46899 |
| | '55 | 151 | 80 | 109 | 991 | 154 | 2382 | 365 | 72 | 1613 | 377 | 329 | 1476 | 118 | 157 | 94 | 223 | 1464 | 146 | 36 | 436 | 441 | 161 | 507 | 55 | 25779 |
| | '54 | 232 | 122 | 118 | 1391 | 162 | 3229 | 337 | 93 | 2244 | 450 | 388 | 2024 | 161 | 158 | 98 | 317 | 1881 | 197 | 43 | 498 | 580 | 225 | 591 | 82 | 33788 |
| | '53 | 267 | 120 | 106 | 1337 | 209 | 3075 | 565 | 109 | 2456 | 404 | 521 | 2110 | 124 | 245 | 131 | 331 | 1856 | 245 | 47 | 545 | 779 | 284 | 619 | 98 | 37235 |
| | '52 | 172 | 95 | 87 | 871 | 106 | 1844 | 389 | 71 | 1702 | 306 | 339 | 1379 | 85 | 185 | 85 | 231 | 1211 | 181 | 29 | 420 | 479 | 171 | 419 | 77 | 24630 |
| | '51 | 193 | 82 | 70 | 1029 | 134 | 2149 | 458 | 59 | 1719 | 275 | 343 | 1646 | 136 | 205 | 98 | 271 | 1270 | 197 | 28 | 467 | 500 | 209 | 490 | 84 | 26421 |
| | '50 | 205 | 103 | 67 | 831 | 106 | 1709 | 382 | 43 | 1367 | 316 | 292 | 1281 | 84 | 204 | 86 | 216 | 1042 | 134 | 22 | 428 | 474 | 206 | 434 | 69 | 22301 |
| | '49 | 277 | 183 | 93 | 1625 | 155 | 2716 | 660 | 116 | 2101 | 430 | 593 | 2297 | 207 | 321 | 178 | 426 | 1596 | 336 | 55 | 574 | 946 | 370 | 778 | 103 | 37248 |
| | '48 | 19 | 14 | 15 | 139 | 17 | 297 | 35 | 5 | 124 | 104 | 48 | 127 | 20 | 23 | 7 | 23 | 143 | 19 | 3 | 125 | 71 | 21 | 35 | 7 | 3360 |
| | '47 | 33 | 26 | 16 | 171 | 23 | 342 | 56 | 4 | 175 | 58 | 84 | 208 | 37 | 34 | 13 | 40 | 136 | 32 | 3 | 48 | 132 | 32 | 68 | 8 | 4361 |
| | '46 | 14 | 5 | 5 | 99 | 12 | 142 | 30 | 6 | 74 | 39 | 59 | 127 | 18 | 16 | 5 | 21 | 62 | 25 | 5 | 33 | 67 | 12 | 38 | 2 | 2248 |
| | '45-'42 | 3 | 2 | 3 | 17 | 6 | 19 | 3 | | 18 | 10 | 9 | 24 | 3 | 4 | 1 | 5 | 25 | 3 | 1 | 4 | 15 | 3 | 9 | 1 | 573 |
| | '41 | 15 | 13 | 6 | 73 | 8 | 121 | 20 | 3 | 55 | 33 | 40 | 98 | 13 | 12 | 3 | 19 | 60 | 21 | 2 | 24 | 51 | 7 | 25 | 9 | 1882 |
| | '40 | 14 | 12 | 7 | 44 | 10 | 49 | 14 | 5 | 38 | 25 | 19 | 37 | 6 | 9 | 2 | 10 | 42 | 15 | 2 | 12 | 43 | 9 | 13 | 5 | 1289 |
| | '39 | 2 | 8 | 2 | 15 | 5 | 24 | 12 | 2 | 15 | 12 | 14 | 22 | 6 | 4 | 6 | 6 | 14 | 8 | 4 | 4 | 25 | 3 | 13 | 3 | 659 |
| | Before '39 | 22 | 8 | 4 | 46 | 2 | 69 | 11 | 8 | 58 | 24 | 24 | 49 | 12 | 4 | 4 | 4 | 37 | 5 | 8 | 10 | 75 | 4 | 10 | 5 | 1326 |
| | Unid.* | 1 | | | 18 | 1 | 65 | | | 23 | | | 61 | 1 | 2 | 2 | 11 | 41 | 1 | | 4 | 19 | | 2 | 2 | 482 |
| | Total | 2606 | 1137 | 899 | 11683 | 1469 | 25706 | 4194 | 810 | 18221 | 3425 | 4028 | 17394 | 1321 | 1910 | 952 | 2780 | 13670 | 1918 | 375 | 4476 | 5582 | 2175 | 5451 | 778 | 294541 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For Summary of Cars in Use by Makes, by Model Year, see page 121***

# CARS IN USE BY MAKES, STATES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MERCURY | '57 | 2404 | 1238 | 1345 | 17975 | 1368 | 1645 | 543 | 682 | 4358 | 2638 | 400 | 9718 | 4800 | 2537 | 2182 | 1979 | 2579 | 633 | 2302 | 3829 | 12426 | 3644 | 1076 | 2386 | 594 |
| | '56 | 4749 | 1914 | 2795 | 39170 | 3058 | 3976 | 1103 | 1150 | 9348 | 4909 | 1169 | 20189 | 8467 | 4315 | 4307 | 3796 | 4822 | 1256 | 4190 | 6976 | 18344 | 5627 | 2402 | 6127 | 1227 |
| | '55 | 4187 | 1875 | 2295 | 39152 | 3365 | 4140 | 799 | 1193 | 9503 | 5356 | 1167 | 21645 | 8592 | 4669 | 4265 | 3130 | 4217 | 1149 | 4014 | 6754 | 21611 | 5557 | 2133 | 7232 | 1142 |
| | '54 | 2963 | 1581 | 1465 | 28215 | 2879 | 4233 | 596 | 981 | 6976 | 3839 | 982 | 15701 | 5898 | 3791 | 3260 | 2500 | 3138 | 1016 | 3583 | 6768 | 13885 | 4504 | 1426 | 5233 | 876 |
| | '53 | 4509 | 1873 | 1836 | 31665 | 3507 | 4484 | 721 | 1043 | 8006 | 5029 | 1271 | 19554 | 7941 | 4723 | 3888 | 3277 | 3865 | 1204 | 3699 | 7924 | 15451 | 5554 | 2063 | 6330 | 1161 |
| | '52 | 2367 | 1331 | 1079 | 19601 | 2054 | 2575 | 335 | 526 | 4277 | 2609 | 858 | 9497 | 4057 | 2474 | 2386 | 1909 | 1983 | 675 | 2150 | 4062 | 6931 | 3131 | 1160 | 3354 | 704 |
| | '51 | 4228 | 1810 | 1993 | 30159 | 3632 | 4437 | 528 | 779 | 7642 | 4754 | 1252 | 14915 | 6446 | 4935 | 4047 | 3598 | 3503 | 1253 | 2784 | 6955 | 12197 | 5799 | 1921 | 6351 | 1173 |
| | '50 | 4815 | 1661 | 1792 | 27518 | 3536 | 3943 | 513 | 732 | 7503 | 5101 | 998 | 12495 | 5077 | 4766 | 3853 | 3191 | 3559 | 1031 | 3575 | 6359 | 10248 | 5513 | 1916 | 6612 | 984 |
| | '49 | 3366 | 1453 | 1381 | 22890 | 3057 | 3136 | 413 | 458 | 5389 | 3565 | 1029 | 9153 | 4191 | 4424 | 3332 | 3088 | 2705 | 906 | 1779 | 5278 | 6643 | 4744 | 1573 | 4450 | 876 |
| | '48 | 691 | 206 | 227 | 3477 | 402 | 388 | 45 | 51 | 766 | 770 | 135 | 1092 | 609 | 391 | 377 | 528 | 400 | 132 | 700 | 858 | 935 | 495 | 361 | 585 | 107 |
| | '47 | 767 | 397 | 317 | 6189 | 662 | 670 | 93 | 58 | 993 | 916 | 227 | 1256 | 663 | 591 | 587 | 628 | 518 | 205 | 428 | 1245 | 1350 | 813 | 467 | 837 | 172 |
| | '46 | 632 | 268 | 291 | 4869 | 605 | 507 | 47 | 23 | 901 | 739 | 194 | 923 | 556 | 565 | 446 | 503 | 466 | 128 | 121 | 834 | 833 | 841 | 367 | 738 | 156 |
| | '45-'42 | 47 | 39 | 34 | 670 | 69 | 58 | 7 | 2 | 93 | 74 | 29 | 123 | 77 | 75 | 56 | 46 | 53 | 13 | 17 | 55 | 72 | 108 | 51 | 72 | 26 |
| | '41 | 180 | 158 | 93 | 2620 | 244 | 204 | 15 | 14 | 301 | 259 | 87 | 256 | 133 | 220 | 193 | 116 | 144 | 44 | 45 | 250 | 263 | 324 | 122 | 276 | 70 |
| | '40 | 139 | 98 | 54 | 2043 | 266 | 166 | 11 | 10 | 257 | 182 | 57 | 250 | 122 | 181 | 158 | 83 | 91 | 47 | 35 | 201 | 215 | 269 | 79 | 193 | 48 |
| | '39 | 77 | 57 | 40 | 1029 | 126 | 90 | 4 | 8 | 129 | 102 | 40 | 147 | 46 | 105 | 96 | 30 | 49 | 32 | 23 | 81 | 157 | 168 | 38 | 100 | 30 |
| | Before '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Unid.* | 28 | 50 | 9 | 113 | 21 | 33 | 24 | 91 | 237 | 179 | 13 | 219 | 112 | 93 | 23 | 40 | 62 | 5 | 93 | 156 | 313 | 22 | 43 | 22 | 14 |
| | Total | 36149 | 16009 | 17046 | 277555 | 28851 | 34885 | 5797 | 7801 | 66683 | 41021 | 9908 | 137132 | 57687 | 38855 | 33456 | 28442 | 31954 | 9729 | 29538 | 58595 | 121874 | 47113 | 17198 | 50898 | 9360 |
| NASH | '57 | 511 | 461 | 182 | 5602 | 634 | 1217 | 84 | 181 | 1419 | 571 | 276 | 4419 | 1502 | 928 | 722 | 268 | 318 | 527 | 658 | 2772 | 4196 | 1786 | 121 | 803 | 368 |
| | '56 | 536 | 488 | 310 | 7371 | 874 | 2007 | 146 | 176 | 1725 | 713 | 466 | 5621 | 1912 | 959 | 1056 | 405 | 559 | 550 | 884 | 3320 | 4193 | 1331 | 159 | 1211 | 401 |
| | '55 | 877 | 615 | 417 | 9696 | 1145 | 2233 | 140 | 317 | 2483 | 918 | 463 | 7674 | 2933 | 1264 | 1497 | 788 | 707 | 686 | 1046 | 4630 | 4969 | 1610 | 314 | 1901 | 398 |
| | '54 | 609 | 521 | 274 | 6448 | 890 | 1814 | 134 | 230 | 2287 | 696 | 378 | 6659 | 2665 | 1241 | 1357 | 718 | 567 | 451 | 1153 | 3855 | 4403 | 1521 | 229 | 1640 | 353 |
| | '53 | 1026 | 673 | 560 | 10834 | 1100 | 2331 | 258 | 229 | 2895 | 979 | 555 | 10012 | 4045 | 1805 | 1660 | 1532 | 790 | 605 | 1669 | 4620 | 6941 | 1976 | 384 | 2926 | 401 |
| | '52 | 1359 | 868 | 757 | 14058 | 1578 | 2031 | 284 | 372 | 3899 | 1304 | 730 | 10129 | 3739 | 1954 | 2482 | 1598 | 1403 | 559 | 1957 | 4027 | 6464 | 2439 | 680 | 3783 | 431 |
| | '51 | 1946 | 1321 | 1051 | 20035 | 2417 | 2886 | 374 | 448 | 5467 | 1923 | 989 | 13866 | 6137 | 3475 | 3422 | 2390 | 1432 | 889 | 1999 | 5616 | 7915 | 3739 | 902 | 5944 | 641 |
| | '50 | 1192 | 860 | 691 | 13776 | 1961 | 1619 | 214 | 238 | 3075 | 1071 | 776 | 7568 | 3887 | 2550 | 2213 | 1503 | 861 | 587 | 1649 | 3658 | 3400 | 3360 | 492 | 3955 | 500 |
| | '49 | 753 | 552 | 365 | 7382 | 1033 | 1178 | 149 | 136 | 1810 | 648 | 535 | 4559 | 2054 | 1486 | 1200 | 911 | 566 | 377 | 903 | 2255 | 2058 | 2069 | 397 | 1914 | 390 |
| | '48 | 651 | 370 | 299 | 5844 | 723 | 1274 | 121 | 111 | 1389 | 673 | 291 | 3154 | 1310 | 822 | 792 | 687 | 504 | 351 | 806 | 2255 | 2224 | 1350 | 406 | 1305 | 251 |
| | '47 | 372 | 275 | 176 | 4481 | 428 | 856 | 81 | 55 | 855 | 539 | 207 | 1804 | 707 | 492 | 487 | 413 | 323 | 194 | 549 | 1397 | 1130 | 890 | 229 | 723 | 153 |
| | '46 | 206 | 186 | 121 | 3280 | 294 | 543 | 47 | 32 | 528 | 257 | 139 | 991 | 376 | 317 | 325 | 271 | 182 | 107 | 203 | 756 | 550 | 584 | 137 | 513 | 118 |
| | '45-'42 | 19 | 23 | 5 | 387 | 33 | 45 | 1 | | 49 | 21 | 17 | 125 | 52 | 42 | 29 | 17 | 13 | 12 | 11 | 55 | 68 | 70 | 14 | 30 | 18 |
| | '41 | 34 | 35 | 21 | 1062 | 87 | 143 | 5 | 5 | 116 | 24 | 39 | 288 | 100 | 112 | 94 | 47 | 20 | 25 | 40 | 137 | 112 | 206 | 24 | 140 | 46 |
| | '40 | 17 | 31 | 19 | 558 | 65 | 89 | 2 | 6 | 73 | 23 | 25 | 164 | 78 | 80 | 45 | 26 | 20 | 25 | 26 | 110 | 81 | 125 | 11 | 97 | 24 |
| | '39 | 17 | 21 | 10 | 315 | 43 | 47 | 1 | | 45 | 8 | 19 | 100 | 31 | 35 | 13 | 15 | 8 | 17 | 18 | 68 | 37 | 77 | 7 | 52 | 23 |
| | Before '39 | 24 | 36 | 9 | 901 | 153 | 135 | 2 | 8 | 77 | 32 | 41 | 251 | 86 | 130 | 87 | 52 | 21 | 41 | 38 | 169 | 131 | 227 | 21 | 109 | 51 |
| | Unid.* | 13 | 11 | 4 | 14 | 3 | 12 | 21 | 98 | 124 | 48 | 8 | 110 | 46 | 34 | 13 | 17 | 22 | 2 | 80 | 85 | 179 | 19 | 15 | 13 | 4 |
| | Total | 10156 | 7347 | 5271 | 111844 | 13461 | 20460 | 2064 | 2842 | 28316 | 10448 | 5854 | 77674 | 31660 | 17726 | 17494 | 11658 | 8336 | 6005 | 13709 | 39985 | 49051 | 23379 | 4442 | 27059 | 4571 |
| OLDSMOBILE | '57 | 3012 | 1476 | 1441 | 19945 | 1700 | 2694 | 690 | 1115 | 6790 | 4059 | 493 | 17616 | 6917 | 3455 | 3153 | 3182 | 4102 | 719 | 3138 | 6997 | 16018 | 5861 | 1666 | 3790 | 884 |
| | '56 | 6414 | 2246 | 3180 | 39267 | 3697 | 7026 | 1386 | 2059 | 14168 | 7529 | 1405 | 32600 | 14769 | 5418 | 5588 | 5900 | 8319 | 1590 | 7070 | 15802 | 27775 | 10043 | 3547 | 8467 | 1620 |
| | '55 | 7010 | 2777 | 3732 | 51628 | 5349 | 8598 | 1411 | 2665 | 17890 | 8548 | 1855 | 42176 | 16124 | 7722 | 6566 | 6073 | 8829 | 1574 | 7302 | 17012 | 33371 | 11567 | 3538 | 12339 | 2004 |
| | '54 | 3666 | 1909 | 1830 | 32737 | 3768 | 5274 | 954 | 1436 | 10376 | 4232 | 1162 | 26060 | 9716 | 5297 | 4540 | 3604 | 4511 | 1099 | 4359 | 11168 | 18875 | 7567 | 1808 | 7260 | 1388 |
| | '53 | 4228 | 1943 | 1648 | 31147 | 3807 | 5250 | 954 | 1321 | 9430 | 4492 | 1363 | 21218 | 9432 | 4972 | 4149 | 4039 | 3847 | 1156 | 3743 | 10511 | 16052 | 6584 | 1737 | 6391 | 1387 |
| | '52 | 2800 | 1305 | 1073 | 20466 | 2319 | 3213 | 521 | 830 | 5377 | 3052 | 906 | 11431 | 5589 | 2917 | 2706 | 2517 | 2487 | 911 | 2593 | 6058 | 8196 | 3826 | 1204 | 3757 | 839 |
| | '51 | 3737 | 1600 | 1379 | 27332 | 3002 | 4516 | 691 | 899 | 6737 | 4072 | 1153 | 13623 | 6987 | 4167 | 3363 | 3575 | 2912 | 1202 | 2840 | 8706 | 9262 | 4941 | 1532 | 4801 | 1037 |
| | '50 | 5247 | 2192 | 1777 | 38832 | 4223 | 6275 | 993 | 1174 | 9257 | 6555 | 1406 | 17373 | 8792 | 6008 | 4282 | 4936 | 3884 | 1722 | 4125 | 12356 | 11586 | 7002 | 2130 | 6481 | 1301 |
| | '49 | 2651 | 1311 | 995 | 24967 | 2451 | 4165 | 587 | 680 | 5552 | 2808 | 951 | 10547 | 5476 | 3638 | 2640 | 3346 | 2195 | 1173 | 2682 | 8238 | 6538 | 4187 | 1162 | 4100 | 831 |
| | '48 | 1081 | 607 | 535 | 11749 | 1034 | 2002 | 314 | 339 | 2518 | 1117 | 434 | 5364 | 2823 | 1659 | 1460 | 1579 | 979 | 575 | 1156 | 4286 | 4000 | 1854 | 598 | 2313 | 358 |
| | '47 | 791 | 577 | 366 | 10127 | 979 | 1770 | 299 | 209 | 2191 | 826 | 378 | 3634 | 2048 | 1311 | 1174 | 1223 | 654 | 442 | 849 | 3541 | 2403 | 1392 | 386 | 1873 | 287 |
| | '46 | 342 | 284 | 161 | 5256 | 472 | 878 | 111 | 77 | 899 | 346 | 238 | 1420 | 820 | 575 | 531 | 536 | 330 | 201 | 277 | 1547 | 853 | 657 | 146 | 849 | 144 |
| | '45-'42 | 53 | 72 | 32 | 1223 | 83 | 154 | 27 | 9 | 126 | 59 | 30 | 202 | 168 | 104 | 80 | 65 | 47 | 27 | 25 | 184 | 127 | 89 | 22 | 111 | 23 |
| | '41 | 230 | 289 | 145 | 6939 | 486 | 877 | 80 | 70 | 773 | 307 | 199 | 1002 | 531 | 462 | 534 | 384 | 218 | 211 | 235 | 1309 | 649 | 561 | 148 | 680 | 172 |
| | '40 | 157 | 162 | 89 | 4123 | 274 | 524 | 55 | 37 | 580 | 214 | 134 | 617 | 424 | 322 | 319 | 263 | 131 | 208 | 165 | 842 | 451 | 338 | 99 | 456 | 118 |
| | '39 | 98 | 74 | 25 | 2109 | 155 | 252 | 18 | 11 | 208 | 105 | 66 | 287 | 181 | 141 | 136 | 105 | 56 | 103 | 96 | 404 | 202 | 183 | 39 | 185 | 53 |
| | Before '39 | 119 | 212 | 74 | 4790 | 393 | 454 | 24 | 36 | 385 | 163 | 140 | 641 | 473 | 385 | 313 | 230 | 103 | 185 | 159 | 633 | 542 | 473 | 65 | 363 | 121 |
| | Unid.* | 37 | 10 | 15 | 50 | 8 | 36 | 140 | 201 | 266 | 216 | 9 | 169 | 69 | 54 | 29 | 33 | 65 | 10 | 125 | 130 | 257 | 33 | 60 | 14 | 20 |
| | Total | 41673 | 19046 | 16501 | 332687 | 33980 | 53958 | 9255 | 13168 | 93523 | 48700 | 12322 | 205980 | 91339 | 49807 | 41563 | 41590 | 43669 | 13108 | 40939 | 109724 | 157157 | 67158 | 19887 | 64029 | 12587 |
| PACKARD | '57 | 25 | 12 | 5 | 148 | 30 | 56 | 9 | 10 | 54 | 40 | 2 | 193 | 88 | 24 | 29 | 35 | 28 | 10 | 80 | 55 | 110 | 52 | 15 | 35 | 6 |
| | '56 | 195 | 175 | 88 | 2333 | 270 | 703 | 55 | 136 | 768 | 281 | 122 | 1907 | 834 | 271 | 341 | 200 | 300 | 111 | 526 | 746 | 1273 | 533 | 123 | 421 | 149 |
| | '55 | 385 | 323 | 210 | 4164 | 478 | 1179 | 104 | 368 | 1576 | 550 | 238 | 3626 | 1583 | 688 | 670 | 420 | 543 | 224 | 979 | 1405 | 2962 | 1091 | 259 | 891 | 283 |
| | '54 | 202 | 224 | 92 | 2082 | 290 | 682 | 64 | 137 | 1033 | 289 | 83 | 2391 | 711 | 332 | 277 | 257 | 240 | 123 | 608 | 946 | 1624 | 581 | 78 | 480 | 178 |
| | '53 | 781 | 482 | 285 | 6726 | 733 | 1699 | 186 | 364 | 2900 | 901 | 273 | 5838 | 2771 | 735 | 858 | 791 | 1049 | 352 | 1091 | 2297 | 4895 | 1621 | 356 | 1490 | 344 |
| | '52 | 683 | 442 | 292 | 5308 | 670 | 1002 | 112 | 283 | 2065 | 665 | 260 | 3194 | 1432 | 714 | 794 | 664 | 809 | 224 | 1293 | 1259 | 2513 | 1103 | 369 | 1237 | 246 |
| | '51 | 837 | 596 | 401 | 8269 | 996 | 1686 | 192 | 399 | 2889 | 889 | 352 | 5523 | 2168 | 1225 | 1079 | 1003 | 783 | 324 | 1054 | 2075 | 3333 | 1974 | 391 | 1663 | 323 |
| | '50 | 620 | 338 | 255 | 5256 | 719 | 1042 | 137 | 259 | 1918 | 651 | 246 | 3313 | 1372 | 949 | 829 | 675 | 510 | 219 | 989 | 1233 | 1419 | 1643 | 259 | 1130 | 195 |
| | '49 | 651 | 419 | 353 | 5608 | 735 | 1046 | 135 | 279 | 2013 | 709 | 263 | 3794 | 1682 | 1140 | 906 | 887 | 554 | 250 | 948 | 1599 | 2061 | 1473 | 338 | 1490 | 295 |
| | '48 | 382 | 408 | 215 | 7000 | 538 | 1046 | 117 | 165 | 1357 | 428 | 185 | 2180 | 1056 | 788 | 453 | 538 | 352 | 261 | 584 | 1390 | 1571 | 770 | 184 | 818 | 168 |
| | '47 | 140 | 146 | 71 | 2814 | 198 | 411 | 53 | 61 | 490 | 199 | 77 | 589 | 274 | 176 | 188 | 180 | 116 | 76 | 257 | 539 | 382 | 273 | 82 | 297 | 80 |
| | '46 | 100 | 97 | 42 | 1848 | 116 | 245 | 22 | 28 | 274 | 98 | 29 | 330 | 181 | 102 | 103 | 116 | 76 | 28 | 115 | 271 | 136 | 143 | 51 | 195 | 36 |
| | '45-'42 | 32 | 38 | 10 | 919 | 41 | 111 | 6 | 3 | 82 | 34 | 19 | 105 | 50 | 36 | 27 | 47 | 34 | 16 | 27 | 86 | 53 | 58 | 19 | 53 | 15 |
| | '41 | 54 | 92 | 34 | 2024 | 126 | 289 | 18 | 33 | 252 | 86 | 27 | 255 | 94 | 63 | 68 | 73 | 51 | 55 | 112 | 332 | 137 | 145 | 21 | 148 | 38 |
| | '40 | 60 | 93 | 17 | 1795 | 118 | 326 | 13 | 17 | 235 | 79 | 36 | 266 | 136 | 84 | 54 | 87 | 42 | 42 | 119 | 260 | 154 | 140 | 28 | 145 | 31 |
| | '39 | 19 | 30 | 11 | 973 | 54 | 118 | 8 | 10 | 116 | 31 | 6 | 121 | 50 | 33 | 28 | 20 | 18 | 28 | 68 | 134 | 55 | 71 | 15 | 79 | 9 |
| | Before '39 | 55 | 107 | 31 | 2287 | 164 | 358 | 12 | 32 | 192 | 81 | 22 | 325 | 142 | 128 | 87 | 95 | 46 | 79 | 162 | 402 | 201 | 209 | 22 | 169 | 42 |
| | Unid.* | 6 | 1 | 2 | 17 | 1 | 10 | 37 | 61 | 78 | 30 | 3 | 34 | 19 | 11 | 6 | 7 | 10 | 5 | 66 | 28 | 39 | 8 | 6 | 3 | 11 |
| | Total | 5207 | 4023 | 2414 | 59571 | 6279 | 12009 | 1280 | 2645 | 18292 | 6041 | 2243 | 33984 | 14643 | 7519 | 6797 | 6095 | 5561 | 2427 | 9080 | 15057 | 22918 | 11888 | 2616 | 10744 | 2449 |
| PLYMOUTH | '57 | 4322 | 2102 | 2205 | 27987 | 3161 | 4944 | 1251 | 2197 | 10416 | 5216 | 813 | 22711 | 11032 | 5007 | 4258 | 4497 | 5301 | 1584 | 7534 | 10278 | 28567 | 7298 | 2286 | 7166 | 1196 |
| | '56 | 5939 | 2440 | 3616 | 40666 | 3774 | 7408 | 1794 | 3706 | 11784 | 7114 | 1576 | 30269 | 13683 | 5985 | 5310 | 5257 | 5957 | 2421 | 10863 | 14204 | 26417 | 7874 | 3858 | 11121 | 1714 |
| | '55 | 8858 | 3469 | 4611 | 44388 | 4862 | 10022 | 1933 | 4210 | 15273 | 9420 | 1854 | 42863 | 18795 | 8903 | 7549 | 7211 | 8572 | 3190 | 11482 | 18570 | 39329 | 10682 | 5051 | 17842 | 2139 |
| | '54 | 5123 | 2168 | 3191 | 24632 | 3046 | 7071 | 1109 | 2539 | 10550 | 5976 | 1130 | 25798 | 11404 | 6353 | 5036 | 4615 | 5823 | 2201 | 7857 | 13460 | 19053 | 7418 | 3114 | 10025 | 1587 |
| | '53 | 8521 | 3202 | 5372 | 44202 | 5143 | 8864 | 1479 | 2994 | 14027 | 9531 | 1927 | 37307 | 18745 | 10000 | 8156 | 8025 | 8752 | 3092 | 9272 | 17375 | 29810 | 12432 | 5182 | 16138 | 2113 |
| | '52 | 5063 | 1838 | 2935 | 28052 | 3354 | 4936 | 828 | 2109 | 7895 | 5606 | 1337 | 20439 | 9478 | 5628 | 4803 | 4744 | 5157 | 1868 | 6311 | 10468 | 15163 | 7276 | 3004 | 8594 | 1264 |
| | '51 | 8040 | 2614 | 4343 | 41133 | 5412 | 8043 | 1239 | 2529 | 12594 | 8506 | 1925 | 32505 | 15078 | 9521 | 7500 | 7803 | 7352 | 2680 | 8312 | 16149 | 23103 | 11559 | 4396 | 14043 | 1923 |
| | '50 | 8554 | 2778 | 4429 | 43489 | 5755 | 7821 | 1133 | 2268 | 12881 | 8768 | 2024 | 30358 | 14774 | 9814 | 7943 | 8167 | 7750 | 2590 | 8668 | 16219 | 20687 | 12418 | 4465 | 15264 | 1849 |
| | '49 | 7658 | 2637 | 3780 | 40082 | 5368 | 7013 | 1126 | 1698 | 11327 | 6924 | 1970 | 26863 | 13895 | 9960 | 7481 | 7868 | 6414 | 2329 | 6972 | 14937 | 16869 | 11370 | 3640 | 12574 | 1742 |
| | '48 | 4693 | 1549 | 1951 | 25255 | 2688 | 3582 | 668 | 878 | 5734 | 5068 | 1138 | 14060 | 7108 | 5148 | 4360 | 4458 | 4027 | 1468 | 4091 | 8839 | 8719 | 6012 | 2708 | 7008 | 923 |
| | '47 | 3233 | 1320 | 1402 | 21543 | 2473 | 3059 | 550 | 635 | 4647 | 3303 | 946 | 10024 | 5707 | 4502 | 3453 | 3686 | 2587 | 1143 | 3085 | 6844 | 6021 | 4836 | 1738 | 5233 | 810 |
| | '46 | 1641 | 799 | 853 | 12425 | 1444 | 1867 | 267 | 284 | 2804 | 1639 | 599 | 5231 | 3302 | 2375 | 1854 | 2116 | 1370 | 531 | 1415 | 3759 | 2642 | 2813 | 810 | 3126 | 415 |
| | '45-'42 | 281 | 244 | 140 | 4241 | 273 | 464 | 57 | 58 | 521 | 389 | 158 | 770 | 640 | 515 | 351 | 365 | 290 | 97 | 169 | 480 | 339 | 538 | 139 | 482 | 99 |
| | '41 | 1247 | 838 | 501 | 17042 | 1331 | 2479 | 209 | 230 | 2491 | 1499 | 532 | 3794 | 2740 | 1797 | 1530 | 1574 | 986 | 552 | 1143 | 3423 | 2310 | 2082 | 532 | 2490 | 431 |
| | '40 | 581 | 527 | 266 | 11906 | 778 | 1510 | 126 | 119 | 1639 | 730 | 342 | 2248 | 1805 | 1144 | 955 | 899 | 514 | 363 | 828 | 1965 | 1396 | 1541 | 272 | 1631 | 279 |
| | '39 | 316 | 315 | 125 | 6792 | 583 | 947 | 70 | 60 | 796 | 415 | 238 | 1269 | 799 | 811 | 573 | 418 | 277 | 212 | 428 | 1111 | 713 | 929 | 175 | 918 | 166 |
| | Before '39 | 568 | 681 | 286 | 15359 | 1404 | 1524 | 79 | 87 | 1392 | 776 | 543 | 2554 | 2202 | 1609 | 1573 | 1066 | 479 | 473 | 676 | 1387 | 1730 | 2328 | 283 | 1928 | 492 |
| | Unid.* | 70 | 26 | 23 | 75 | 20 | 47 | 267 | 627 | 418 | 344 | 15 | 342 | 141 | 115 | 50 | 86 | 118 | 22 | 476 | 199 | 341 | 43 | 107 | 47 | 38 |
| | Total | 74768 | 29747 | 40029 | 449269 | 51069 | 81601 | 14185 | 27228 | 127189 | 81224 | 18865 | 309405 | 151328 | 89187 | 72735 | 72855 | 71726 | 26816 | 89582 | 159667 | 243209 | 109429 | 41760 | 135630 | 19180 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For Summary of Cars in Use by Makes, by Model Year, see page 121***

# AND MODEL YEAR—*continued*

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N.D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MERCURY | '57 | 1198 | 295 | 431 | 5371 | 985 | 15176 | 2344 | 607 | 10123 | 1663 | 1588 | 10321 | 459 | 1110 | 437 | 2318 | 8911 | 617 | 281 | 2710 | 1606 | 1290 | 2587 | 369 | 158078 |
| | '56 | 2153 | 780 | 900 | 10765 | 1678 | 24446 | 5353 | 1097 | 20285 | 3427 | 3842 | 19379 | 1134 | 2384 | 692 | 4257 | 16652 | 1678 | 488 | 5020 | 3792 | 3051 | 6123 | 649 | 305409 |
| | '55 | 2567 | 802 | 1038 | 11314 | 1586 | 24492 | 5016 | 946 | 19804 | 4933 | 3603 | 17471 | 1104 | 2248 | 1242 | 4363 | 18731 | 1490 | 450 | 5755 | 4172 | 2227 | 5758 | 704 | 310958 |
| | '54 | 2319 | 481 | 762 | 12163 | 1046 | 23048 | 3350 | 752 | 15513 | 3638 | 2317 | 13413 | 1113 | 1446 | 902 | 2918 | 13515 | 1174 | 369 | 4340 | 3540 | 1595 | 4138 | 533 | 240674 |
| | '53 | 2690 | 630 | 863 | 11028 | 1392 | 23840 | 5943 | 969 | 18394 | 4126 | 2884 | 17011 | 1229 | 2532 | 1162 | 3926 | 16847 | 1633 | 444 | 5078 | 4549 | 2146 | 5236 | 613 | 285243 |
| | '52 | 1605 | 378 | 494 | 5404 | 895 | 11410 | 3201 | 581 | 9638 | 2523 | 2091 | 8481 | 705 | 1423 | 659 | 2152 | 8832 | 1127 | 243 | 2912 | 2902 | 1275 | 3202 | 381 | 154599 |
| | '51 | 3062 | 632 | 764 | 9859 | 1339 | 19689 | 5733 | 1027 | 16306 | 3629 | 3310 | 15166 | 1122 | 2549 | 1461 | 3747 | 14549 | 1799 | 482 | 4304 | 4770 | 2395 | 5885 | 655 | 261325 |
| | '50 | 2822 | 536 | 685 | 9193 | 1294 | 16732 | 5963 | 699 | 13399 | 4533 | 2681 | 13044 | 1050 | 3093 | 1327 | 3518 | 15645 | 1512 | 333 | 4338 | 4132 | 2321 | 5258 | 605 | 242004 |
| | '49 | 2412 | 527 | 552 | 6378 | 973 | 11835 | 4642 | 868 | 10772 | 2906 | 2779 | 10366 | 936 | 2401 | 1326 | 2985 | 10000 | 1330 | 324 | 3095 | 3913 | 2423 | 4387 | 472 | 187881 |
| | '48 | 294 | 71 | 98 | 723 | 116 | 1261 | 710 | 108 | 1292 | 869 | 276 | 1158 | 150 | 280 | 175 | 498 | 1437 | 132 | 53 | 844 | 436 | 316 | 431 | 61 | 26517 |
| | '47 | 504 | 136 | 127 | 1182 | 160 | 1821 | 1056 | 186 | 1786 | 758 | 536 | 1659 | 194 | 662 | 235 | 750 | 1872 | 301 | 49 | 703 | 925 | 482 | 652 | 113 | 37898 |
| | '46 | 460 | 93 | 69 | 810 | 150 | 1221 | 1019 | 183 | 1103 | 580 | 433 | 1180 | 153 | 661 | 233 | 619 | 1614 | 224 | 38 | 507 | 842 | 368 | 598 | 95 | 29806 |
| | '45-'42 | 55 | 9 | 5 | 51 | 23 | 95 | 79 | 19 | 100 | 67 | 55 | 99 | 15 | 63 | 37 | 40 | 246 | 34 | 7 | 44 | 87 | 14 | 60 | 8 | 3275 |
| | '41 | 161 | 49 | 30 | 239 | 97 | 278 | 272 | 80 | 290 | 246 | 216 | 319 | 48 | 232 | 86 | 139 | 618 | 96 | 13 | 134 | 354 | 57 | 240 | 44 | 11175 |
| | '40 | 136 | 42 | 24 | 183 | 41 | 224 | 190 | 57 | 238 | 167 | 149 | 238 | 35 | 202 | 65 | 102 | 396 | 74 | 14 | 119 | 258 | 48 | 166 | 35 | 8458 |
| | '39 | 77 | 20 | 11 | 93 | 26 | 128 | 91 | 29 | 107 | 116 | 79 | 133 | 18 | 95 | 41 | 45 | 184 | 30 | 8 | 61 | 130 | 24 | 105 | 13 | 4468 |
| | Before '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Unid.* | 19 | 3 | 25 | 67 | 10 | 405 | 4 | | 230 | 83 | 7 | 272 | 23 | 6 | 12 | 112 | 472 | 21 | | 33 | 320 | 2 | 2 | 7 | 4160 |
| | Total | 22534 | 5484 | 6878 | 84823 | 11811 | 176101 | 44966 | 8208 | 139380 | 34264 | 26846 | 129710 | 9488 | 21387 | 10092 | 32489 | 130321 | 13270 | 3596 | 39997 | 38728 | 20034 | 44828 | 5357 | 2271928 |
| NASH | '57 | 305 | 36 | 357 | 1677 | 313 | 4222 | 628 | 336 | 2728 | 388 | 907 | 3515 | 402 | 188 | 277 | 520 | 1624 | 129 | 295 | 745 | 1163 | 309 | 2562 | 130 | 54282 |
| | '56 | 393 | 108 | 517 | 2077 | 207 | 5926 | 759 | 301 | 3515 | 688 | 1440 | 4587 | 493 | 271 | 303 | 586 | 1926 | 304 | 272 | 1101 | 1816 | 592 | 3936 | 114 | 69599 |
| | '55 | 520 | 175 | 605 | 2996 | 279 | 8520 | 1190 | 267 | 5085 | 860 | 1567 | 6058 | 802 | 379 | 390 | 941 | 2539 | 293 | 297 | 1489 | 2375 | 813 | 5543 | 153 | 93857 |
| | '54 | 514 | 162 | 436 | 3006 | 269 | 7262 | 862 | 271 | 4685 | 680 | 1058 | 4888 | 638 | 342 | 325 | 774 | 2157 | 303 | 266 | 1351 | 1531 | 527 | 3730 | 203 | 77353 |
| | '53 | 754 | 180 | 585 | 4452 | 367 | 9849 | 1328 | 369 | 7002 | 942 | 1558 | 7699 | 914 | 524 | 374 | 1175 | 3032 | 503 | 378 | 1288 | 2244 | 800 | 5521 | 176 | 113040 |
| | '52 | 931 | 278 | 447 | 4278 | 474 | 10332 | 1826 | 362 | 7447 | 1629 | 1934 | 7905 | 733 | 998 | 425 | 1767 | 5307 | 735 | 285 | 1759 | 2857 | 980 | 5983 | 220 | 128777 |
| | '51 | 1484 | 292 | 647 | 6173 | 696 | 13505 | 2655 | 544 | 9704 | 1880 | 2930 | 12367 | 1064 | 1563 | 725 | 2420 | 6349 | 990 | 407 | 2359 | 4504 | 1670 | 9198 | 349 | 181399 |
| | '50 | 1003 | 258 | 389 | 3534 | 463 | 7371 | 1563 | 340 | 5751 | 1594 | 1771 | 7058 | 670 | 904 | 656 | 1389 | 3922 | 802 | 177 | 1471 | 3015 | 1053 | 5544 | 309 | 113063 |
| | '49 | 646 | 172 | 230 | 2014 | 271 | 4141 | 911 | 323 | 3519 | 875 | 1207 | 4337 | 397 | 482 | 398 | 814 | 2091 | 525 | 120 | 995 | 2012 | 887 | 3641 | 181 | 66859 |
| | '48 | 445 | 77 | 207 | 1917 | 147 | 3669 | 850 | 195 | 3022 | 583 | 843 | 3756 | 428 | 461 | 203 | 773 | 1606 | 315 | 78 | 835 | 1461 | 644 | 2744 | 103 | 53125 |
| | '47 | 264 | 78 | 126 | 1180 | 106 | 2089 | 564 | 130 | 1726 | 416 | 705 | 2106 | 249 | 301 | 138 | 475 | 1026 | 210 | 55 | 523 | 1104 | 448 | 1455 | 68 | 33358 |
| | '46 | 214 | 47 | 63 | 681 | 69 | 1177 | 333 | 89 | 929 | 252 | 499 | 1241 | 157 | 180 | 92 | 297 | 653 | 136 | 35 | 293 | 921 | 259 | 844 | 39 | 20563 |
| | '45-'42 | 28 | 8 | 2 | 36 | 3 | 81 | 12 | 24 | 91 | 24 | 78 | 90 | 11 | 16 | 13 | 24 | 70 | 17 | 4 | 11 | 135 | 20 | 131 | 6 | 2091 |
| | '41 | 39 | 14 | 8 | 162 | 21 | 221 | 31 | 31 | 233 | 51 | 235 | 272 | 30 | 21 | 25 | 49 | 94 | 32 | 7 | 29 | 374 | 39 | 363 | 20 | 5363 |
| | '40 | 22 | 13 | 9 | 104 | 3 | 158 | 27 | 8 | 176 | 37 | 138 | 211 | 15 | 9 | 15 | 34 | 58 | 13 | 4 | 20 | 209 | 27 | 200 | 8 | 3338 |
| | '39 | 10 | 8 | 5 | 52 | 3 | 75 | 8 | 10 | 72 | 23 | 59 | 124 | 15 | 6 | 3 | 10 | 15 | 10 | 11 | 15 | 81 | 11 | 103 | 8 | 1764 |
| | Before '39 | 69 | 26 | 29 | 147 | 14 | 197 | 34 | 23 | 242 | 35 | 172 | 370 | 27 | 19 | 18 | 32 | 84 | 36 | 10 | 19 | 468 | 18 | 444 | 12 | 5377 |
| | Unid.* | 1 | 1 | 4 | 19 | 1 | 139 | | | 59 | 25 | 3 | 176 | 7 | 1 | 8 | 36 | 71 | 3 | | 7 | 75 | 1 | 40 | | 1673 |
| | Total | 7642 | 1933 | 4866 | 34505 | 3706 | 78934 | 13581 | 3623 | 55986 | 10983 | 17104 | 66760 | 7052 | 6675 | 4388 | 12116 | 32624 | 5356 | 2701 | 14310 | 26345 | 9098 | 51982 | 2099 | 1024881 |
| OLDSMOBILE | '57 | 1456 | 350 | 493 | 7585 | 1275 | 24182 | 3997 | 902 | 13666 | 2253 | 1942 | 13570 | 915 | 1671 | 682 | 3046 | 14395 | 776 | 355 | 2988 | 2095 | 1348 | 4303 | 477 | 225633 |
| | '56 | 2597 | 935 | 1285 | 18605 | 1833 | 46249 | 7869 | 1401 | 30240 | 5421 | 4552 | 29324 | 2151 | 3445 | 1021 | 6581 | 25340 | 1952 | 703 | 6798 | 4860 | 3366 | 10383 | 845 | 454641 |
| | '55 | 3447 | 1378 | 1437 | 20881 | 2391 | 51909 | 10092 | 1630 | 33883 | 7656 | 5720 | 33612 | 2562 | 4557 | 1640 | 8506 | 33560 | 2769 | 647 | 9292 | 6989 | 3443 | 13419 | 1105 | 550184 |
| | '54 | 2491 | 739 | 990 | 12231 | 1386 | 31647 | 5859 | 1113 | 21418 | 5140 | 3186 | 19510 | 1557 | 2732 | 1397 | 4106 | 20834 | 1931 | 444 | 5358 | 4692 | 1950 | 8603 | 727 | 334637 |
| | '53 | 2338 | 736 | 945 | 10318 | 1264 | 27089 | 7112 | 891 | 20477 | 3914 | 3548 | 20088 | 1493 | 3326 | 1099 | 4159 | 16957 | 1977 | 611 | 4997 | 5809 | 2106 | 7874 | 722 | 310471 |
| | '52 | 1513 | 480 | 550 | 6483 | 900 | 16001 | 5031 | 501 | 12529 | 2646 | 2285 | 11955 | 919 | 2646 | 705 | 2601 | 11064 | 1260 | 409 | 3468 | 3426 | 1396 | 4960 | 471 | 191092 |
| | '51 | 1988 | 523 | 799 | 9105 | 985 | 22504 | 6585 | 748 | 15385 | 2896 | 3035 | 14973 | 1345 | 3512 | 1025 | 3557 | 11741 | 1481 | 497 | 4412 | 4927 | 1981 | 6998 | 542 | 245410 |
| | '50 | 2670 | 657 | 1114 | 12104 | 1217 | 29569 | 9852 | 946 | 19849 | 4011 | 3979 | 19915 | 2141 | 5374 | 1372 | 4829 | 15488 | 2132 | 719 | 5892 | 6879 | 2960 | 9340 | 659 | 333577 |
| | '49 | 1454 | 427 | 709 | 7831 | 609 | 18324 | 4331 | 547 | 12778 | 2278 | 2536 | 12967 | 1528 | 2519 | 824 | 2652 | 7175 | 1144 | 478 | 3357 | 4705 | 2017 | 6072 | 378 | 201511 |
| | '48 | 731 | 210 | 356 | 4026 | 254 | 8947 | 1518 | 280 | 6560 | 1093 | 1207 | 6132 | 724 | 782 | 393 | 1233 | 3113 | 482 | 181 | 1519 | 2340 | 1085 | 2790 | 148 | 96838 |
| | '47 | 684 | 144 | 316 | 3156 | 181 | 6330 | 1279 | 189 | 4416 | 891 | 1165 | 4797 | 558 | 649 | 263 | 964 | 2253 | 433 | 167 | 1110 | 2301 | 883 | 2154 | 139 | 75152 |
| | '46 | 264 | 86 | 111 | 1419 | 73 | 2517 | 585 | 81 | 1633 | 406 | 592 | 1979 | 265 | 267 | 129 | 397 | 1028 | 187 | 65 | 456 | 1197 | 347 | 890 | 58 | 32982 |
| | '45-'42 | 47 | 23 | 14 | 148 | 23 | 281 | 80 | 11 | 210 | 62 | 130 | 265 | 28 | 42 | 31 | 41 | 262 | 36 | 9 | 73 | 306 | 36 | 121 | 15 | 5436 |
| | '41 | 249 | 93 | 127 | 1097 | 85 | 1661 | 493 | 71 | 1293 | 385 | 607 | 1836 | 252 | 269 | 97 | 310 | 865 | 234 | 59 | 368 | 1430 | 279 | 793 | 63 | 30487 |
| | '40 | 143 | 64 | 87 | 801 | 48 | 1109 | 288 | 41 | 868 | 264 | 379 | 1246 | 150 | 180 | 79 | 205 | 522 | 169 | 62 | 237 | 873 | 208 | 525 | 34 | 19675 |
| | '39 | 77 | 33 | 71 | 368 | 25 | 557 | 140 | 30 | 354 | 139 | 169 | 636 | 64 | 85 | 44 | 95 | 221 | 49 | 33 | 140 | 372 | 75 | 230 | 23 | 9328 |
| | Before '39 | 201 | 80 | 132 | 645 | 56 | 959 | 222 | 65 | 904 | 302 | 339 | 1100 | 124 | 110 | 100 | 137 | 498 | 106 | 71 | 192 | 1377 | 160 | 566 | 58 | 19978 |
| | Unid.* | 25 | 4 | 7 | 76 | 8 | 561 | 3 | 1 | 125 | 39 | 5 | 350 | 23 | 6 | 11 | 153 | 297 | 19 | | 40 | 114 | 3 | 4 | 2 | 3932 |
| | Total | 22375 | 6962 | 9543 | 116879 | 12633 | 290396 | 65336 | 9448 | 196588 | 39796 | 35367 | 194255 | 16799 | 32172 | 10912 | 43572 | 165613 | 17137 | 5510 | 50697 | 54692 | 23641 | 80025 | 6464 | 3140962 |
| PACKARD | '57 | 22 | 1 | 6 | 132 | 7 | 252 | 21 | 9 | 152 | 14 | 22 | 266 | 9 | 8 | 12 | 23 | 82 | 13 | 2 | 59 | 28 | 43 | 43 | 5 | 2382 |
| | '56 | 193 | 83 | 77 | 1262 | 82 | 2499 | 378 | 99 | 1954 | 219 | 276 | 2893 | 141 | 65 | 64 | 202 | 641 | 90 | 39 | 472 | 336 | 402 | 751 | 58 | 26139 |
| | '55 | 418 | 192 | 139 | 2492 | 206 | 5200 | 819 | 180 | 3696 | 457 | 462 | 4543 | 261 | 253 | 265 | 538 | 1546 | 209 | 80 | 996 | 831 | 455 | 1221 | 137 | 50595 |
| | '54 | 179 | 54 | 99 | 1743 | 84 | 3047 | 397 | 80 | 2087 | 199 | 208 | 3029 | 126 | 155 | 103 | 340 | 766 | 124 | 74 | 549 | 459 | 308 | 560 | 70 | 28842 |
| | '53 | 436 | 224 | 219 | 4299 | 265 | 8489 | 1342 | 188 | 6165 | 623 | 813 | 7383 | 398 | 532 | 308 | 915 | 2728 | 387 | 175 | 1323 | 1273 | 834 | 1708 | 161 | 81004 |
| | '52 | 351 | 170 | 128 | 2562 | 248 | 4861 | 993 | 165 | 3816 | 580 | 878 | 4400 | 238 | 418 | 233 | 647 | 2402 | 354 | 142 | 1145 | 963 | 651 | 1143 | 146 | 55267 |
| | '51 | 686 | 239 | 204 | 3817 | 287 | 7383 | 1278 | 282 | 5303 | 635 | 1160 | 6669 | 438 | 649 | 456 | 1003 | 2821 | 485 | 213 | 1336 | 1788 | 880 | 2015 | 209 | 80640 |
| | '50 | 450 | 130 | 138 | 2257 | 215 | 4332 | 964 | 171 | 3368 | 589 | 780 | 4353 | 288 | 443 | 311 | 594 | 1679 | 355 | 151 | 1052 | 1093 | 562 | 1446 | 140 | 52035 |
| | '49 | 570 | 134 | 177 | 2301 | 207 | 4977 | 1104 | 197 | 3724 | 663 | 829 | 5233 | 241 | 484 | 390 | 713 | 1833 | 290 | 173 | 1292 | 1311 | 715 | 1528 | 175 | 58909 |
| | '48 | 326 | 134 | 143 | 1974 | 124 | 3688 | 644 | 79 | 2397 | 512 | 715 | 3822 | 228 | 335 | 156 | 483 | 1283 | 213 | 97 | 785 | 1182 | 508 | 875 | 108 | 43723 |
| | '47 | 130 | 56 | 42 | 675 | 59 | 1105 | 210 | 27 | 730 | 195 | 241 | 1105 | 79 | 138 | 38 | 209 | 395 | 97 | 28 | 284 | 444 | 176 | 213 | 28 | 14873 |
| | '46 | 76 | 34 | 27 | 387 | 31 | 506 | 142 | 20 | 365 | 111 | 180 | 686 | 71 | 86 | 18 | 100 | 272 | 67 | 18 | 151 | 325 | 93 | 116 | 24 | 8688 |
| | '45-'42 | 26 | 16 | 8 | 105 | 13 | 172 | 47 | 5 | 115 | 31 | 60 | 220 | 16 | 30 | 8 | 44 | 81 | 19 | 5 | 44 | 154 | 34 | 38 | 13 | 3225 |
| | '41 | 43 | 40 | 47 | 337 | 33 | 455 | 106 | 7 | 308 | 71 | 154 | 661 | 63 | 90 | 3 | 84 | 174 | 43 | 22 | 142 | 330 | 74 | 110 | 11 | 8057 |
| | '40 | 54 | 40 | 36 | 367 | 20 | 489 | 105 | 7 | 255 | 70 | 116 | 663 | 46 | 68 | 11 | 75 | 203 | 49 | 30 | 124 | 312 | 79 | 118 | 17 | 7731 |
| | '39 | 20 | 13 | 7 | 150 | 12 | 195 | 40 | 5 | 127 | 24 | 53 | 296 | 22 | 48 | 4 | 25 | 78 | 18 | 23 | 66 | 97 | 24 | 45 | 11 | 3508 |
| | Before '39 | 88 | 44 | 54 | 386 | 34 | 555 | 95 | 15 | 443 | 75 | 112 | 712 | 83 | 77 | 22 | 62 | 168 | 69 | 31 | 128 | 423 | 74 | 155 | 20 | 9375 |
| | Unid.* | 3 | 1 | 4 | 15 | 1 | 132 | 1 | | 19 | 10 | | 144 | 6 | 1 | 4 | 17 | 39 | 3 | | 11 | 27 | 1 | 1 | 1 | 940 |
| | Total | 4071 | 1605 | 1555 | 25261 | 1928 | 48337 | 8486 | 1536 | 35022 | 5098 | 7059 | 47078 | 2754 | 3880 | 2406 | 6074 | 17191 | 2865 | 1303 | 9959 | 11356 | 5911 | 12084 | 1332 | 535933 |
| PLYMOUTH | '57 | 1985 | 424 | 1014 | 15023 | 1603 | 34236 | 5520 | 1183 | 23938 | 3032 | 2494 | 30065 | 1533 | 2713 | 968 | 5158 | 18490 | 986 | 789 | 5960 | 3124 | 2886 | 4833 | 534 | 351621 |
| | '56 | 3128 | 821 | 1594 | 22418 | 1439 | 52168 | 8374 | 1568 | 30639 | 4599 | 4305 | 44493 | 2266 | 3927 | 1102 | 6584 | 19702 | 1490 | 1048 | 10129 | 5877 | 6111 | 7956 | 706 | 477194 |
| | '55 | 4319 | 1043 | 2102 | 24413 | 2178 | 57238 | 10591 | 2106 | 37076 | 6192 | 5168 | 50102 | 3705 | 5326 | 2101 | 10458 | 28842 | 2175 | 1358 | 13155 | 7432 | 6194 | 11467 | 983 | 606802 |
| | '54 | 3108 | 618 | 1438 | 17828 | 1354 | 42842 | 7019 | 1704 | 22266 | 3885 | 3362 | 28866 | 2422 | 3312 | 1472 | 6750 | 18025 | 1180 | 1112 | 8310 | 5438 | 4093 | 7080 | 657 | 384420 |
| | '53 | 5036 | 958 | 1966 | 20365 | 2284 | 47402 | 11545 | 2505 | 34326 | 7212 | 5393 | 42888 | 2788 | 5383 | 2677 | 10074 | 28359 | 2049 | 1402 | 11543 | 8987 | 5701 | 11932 | 1098 | 565534 |
| | '52 | 3310 | 598 | 1094 | 11272 | 1405 | 26024 | 6899 | 1586 | 18975 | 5058 | 3628 | 23764 | 1544 | 3191 | 1522 | 5481 | 16713 | 1490 | 806 | 7912 | 5146 | 3456 | 7380 | 651 | 327055 |
| | '51 | 5349 | 793 | 1518 | 18569 | 1852 | 41555 | 10207 | 2314 | 30431 | 6666 | 5198 | 38452 | 2662 | 5048 | 2446 | 8786 | 23854 | 2017 | 1123 | 11365 | 7964 | 5590 | 12390 | 997 | 505648 |
| | '50 | 5316 | 776 | 1463 | 18075 | 1834 | 40681 | 10152 | 2268 | 29261 | 6898 | 5841 | 37783 | 2890 | 5190 | 2420 | 9352 | 25206 | 2178 | 1047 | 10892 | 8687 | 5547 | 12059 | 1023 | 507684 |
| | '49 | 5523 | 759 | 1402 | 17046 | 1609 | 36564 | 9456 | 2180 | 28124 | 6013 | 5583 | 36341 | 2779 | 4575 | 2461 | 8098 | 21772 | 2266 | 942 | 10095 | 8543 | 5900 | 11452 | 1034 | 463014 |
| | '48 | 3075 | 481 | 907 | 9057 | 798 | 17646 | 4788 | 1395 | 14876 | 3588 | 2983 | 17989 | 1565 | 2626 | 1532 | 4603 | 11870 | 1135 | 523 | 6068 | 5039 | 3362 | 5840 | 542 | 254621 |
| | '47 | 2850 | 400 | 654 | 7308 | 684 | 13359 | 4150 | 1043 | 11850 | 2612 | 2570 | 15149 | 1246 | 2150 | 1362 | 3538 | 9231 | 1033 | 381 | 4444 | 4550 | 2848 | 4551 | 402 | 201145 |
| | '46 | 1531 | 233 | 283 | 3968 | 392 | 6844 | 2431 | 557 | 5811 | 1648 | 1605 | 8487 | 679 | 1173 | 702 | 1980 | 5486 | 552 | 188 | 2512 | 2561 | 1674 | 2572 | 220 | 110470 |
| | '45-'42 | 296 | 72 | 46 | 554 | 71 | 917 | 407 | 125 | 922 | 239 | 483 | 1087 | 123 | 261 | 105 | 295 | 1005 | 156 | 23 | 333 | 1011 | 222 | 410 | 54 | 21317 |
| | '41 | 1007 | 301 | 285 | 3148 | 287 | 4621 | 2296 | 417 | 4762 | 1038 | 2108 | 6384 | 764 | 1239 | 395 | 1385 | 3501 | 534 | 194 | 2032 | 3799 | 1202 | 2051 | 186 | 97699 |
| | '40 | 589 | 206 | 195 | 1891 | 159 | 2851 | 1145 | 255 | 3237 | 684 | 1277 | 3863 | 422 | 681 | 252 | 706 | 1892 | 356 | 133 | 1239 | 2346 | 726 | 1325 | 113 | 60819 |
| | '39 | 428 | 114 | 112 | 1062 | 118 | 1498 | 671 | 140 | 1630 | 403 | 695 | 2490 | 259 | 471 | 177 | 351 | 1056 | 209 | 73 | 609 | 1156 | 316 | 799 | 63 | 34356 |
| | Before '39 | 1031 | 305 | 284 | 2225 | 210 | 2327 | 1042 | 324 | 3830 | 1012 | 1582 | 5272 | 387 | 656 | 360 | 704 | 2362 | 449 | 165 | 977 | 3671 | 748 | 1840 | 196 | 73438 |
| | Unid.* | 31 | 3 | 19 | 134 | 11 | 881 | 3 | 1 | 242 | 107 | 7 | 643 | 30 | 11 | 27 | 253 | 636 | 17 | 1 | 70 | 227 | 1 | 6 | 5 | 7423 |
| | Total | 47912 | 8805 | 16376 | 194356 | 18288 | 429654 | 96698 | 21671 | 302196 | 60886 | 54282 | 394118 | 28064 | 47935 | 22081 | 84559 | 237911 | 20272 | 11288 | 107645 | 85558 | 56577 | 105943 | 9464 | 5050260 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For Summary of Cars in Use by Makes, by Model Year, see page 121***

• TOTAL REGISTRATIONS •

# CARS IN USE BY MAKES, STATES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PONTIAC | '57 | 2891 | 1286 | 1310 | 17875 | 1391 | 2786 | 757 | 1053 | 4573 | 4196 | 450 | 13247 | 5469 | 2779 | 2662 | 2518 | 3953 | 881 | 3257 | 4902 | 12873 | 3922 | 1581 | 3164 | 612 |
| | '56 | 5814 | 2322 | 2701 | 37603 | 3146 | 5932 | 1450 | 2055 | 10820 | 7366 | 1504 | 26787 | 12083 | 4957 | 4659 | 4497 | 8174 | 1792 | 6290 | 10927 | 21265 | 8118 | 3178 | 6921 | 1381 |
| | '55 | 7730 | 2928 | 3677 | 47883 | 4844 | 7937 | 1557 | 2883 | 15262 | 10280 | 1999 | 32519 | 16527 | 7478 | 6588 | 5841 | 9136 | 2241 | 7210 | 13997 | 34275 | 8349 | 4249 | 13907 | 1932 |
| | '54 | 3547 | 1263 | 1764 | 17530 | 2394 | 4816 | 818 | 1403 | 7699 | 4987 | 794 | 18067 | 7739 | 4146 | 3761 | 3632 | 4475 | 1416 | 5323 | 9312 | 15901 | 4310 | 1994 | 6030 | 713 |
| | '53 | 5647 | 2148 | 2739 | 32923 | 3793 | 6431 | 1152 | 1593 | 10248 | 7188 | 1240 | 24825 | 12229 | 6385 | 5074 | 5561 | 5819 | 1900 | 5568 | 12169 | 23881 | 7811 | 2941 | 8242 | 1204 |
| | '52 | 4092 | 1613 | 1901 | 23086 | 2743 | 4038 | 681 | 911 | 6352 | 4695 | 998 | 14695 | 7512 | 3801 | 3538 | 3752 | 3847 | 1122 | 3682 | 7335 | 12667 | 4933 | 2047 | 5141 | 885 |
| | '51 | 5275 | 1974 | 2157 | 30913 | 3737 | 5394 | 883 | 1277 | 8440 | 6338 | 1301 | 19085 | 9910 | 5506 | 4525 | 5196 | 4569 | 1569 | 4297 | 10147 | 15132 | 6938 | 2351 | 7083 | 1219 |
| | '50 | 6008 | 2354 | 2519 | 38695 | 4509 | 6335 | 1144 | 1486 | 10134 | 6315 | 1598 | 22943 | 11035 | 6932 | 5452 | 6077 | 5244 | 1980 | 5641 | 12187 | 16224 | 8804 | 2927 | 8751 | 1334 |
| | '49 | 3353 | 1381 | 1380 | 25960 | 2510 | 4669 | 621 | 755 | 5435 | 3517 | 1017 | 12654 | 6278 | 4143 | 3211 | 3947 | 2775 | 1279 | 3464 | 8343 | 8268 | 4857 | 1783 | 5259 | 827 |
| | '48 | 2275 | 1064 | 879 | 17617 | 1799 | 3259 | 423 | 399 | 3631 | 2245 | 685 | 8234 | 4126 | 2803 | 2206 | 2600 | 1645 | 1161 | 2518 | 5940 | 6298 | 3542 | 1262 | 3316 | 510 |
| | '47 | 1412 | 743 | 655 | 12063 | 1292 | 2667 | 355 | 259 | 2342 | 1446 | 477 | 5239 | 2917 | 1948 | 1735 | 1954 | 1070 | 993 | 1846 | 4540 | 4199 | 2429 | 828 | 2336 | 307 |
| | '46 | 666 | 432 | 303 | 6312 | 613 | 1327 | 189 | 121 | 1164 | 660 | 247 | 2085 | 1268 | 819 | 707 | 937 | 458 | 440 | 598 | 2125 | 1548 | 1136 | 384 | 1108 | 122 |
| | '45-'42 | 106 | 133 | 58 | 1870 | 151 | 295 | 25 | 9 | 211 | 129 | 72 | 340 | 225 | 181 | 170 | 125 | 110 | 65 | 71 | 265 | 235 | 204 | 78 | 192 | 50 |
| | '41 | 438 | 384 | 220 | 8940 | 623 | 1293 | 114 | 104 | 931 | 464 | 243 | 1227 | 836 | 601 | 693 | 544 | 346 | 335 | 393 | 1488 | 935 | 847 | 257 | 842 | 149 |
| | '40 | 237 | 209 | 145 | 5344 | 352 | 821 | 56 | 63 | 608 | 348 | 123 | 864 | 527 | 426 | 373 | 348 | 154 | 256 | 282 | 920 | 662 | 579 | 152 | 829 | 68 |
| | '39 | 162 | 109 | 70 | 2724 | 165 | 468 | 35 | 30 | 300 | 169 | 67 | 484 | 283 | 311 | 229 | 198 | 111 | 149 | 140 | 547 | 317 | 319 | 91 | 354 | 29 |
| | Before '39 | 192 | 189 | 105 | 5198 | 428 | 632 | 83 | 23 | 472 | 177 | 148 | 852 | 703 | 566 | 520 | 300 | 120 | 284 | 215 | 627 | 682 | 839 | 119 | 540 | 112 |
| | Unid.* | 29 | 11 | 19 | 43 | 20 | 25 | 150 | 245 | 307 | 292 | 15 | 218 | 73 | 85 | 41 | 49 | 124 | 18 | 259 | 163 | 322 | 34 | 63 | 15 | 19 |
| | Total | 49578 | 20563 | 22622 | 332579 | 34510 | 59125 | 10453 | 14669 | 88929 | 60812 | 12978 | 204355 | 99738 | 53687 | 48144 | 48076 | 52130 | 17681 | 51054 | 105934 | 175681 | 65971 | 26285 | 73710 | 11451 |
| STUDEBAKER | '57 | 353 | 299 | 220 | 3538 | 321 | 526 | 100 | 100 | 748 | 543 | 108 | 2722 | 2425 | 623 | 531 | 383 | 469 | 249 | 726 | 600 | 1794 | 1162 | 304 | 669 | 171 |
| | '56 | 799 | 524 | 526 | 6572 | 681 | 1320 | 216 | 142 | 1813 | 1128 | 475 | 4784 | 3748 | 1011 | 996 | 594 | 1048 | 503 | 1242 | 1342 | 2930 | 1659 | 583 | 1433 | 414 |
| | '55 | 1252 | 887 | 718 | 12565 | 1156 | 2045 | 290 | 400 | 3390 | 1840 | 724 | 6745 | 6445 | 1885 | 1574 | 1211 | 1950 | 642 | 1807 | 2497 | 4451 | 2789 | 807 | 2572 | 748 |
| | '54 | 581 | 448 | 378 | 7606 | 552 | 1168 | 229 | 253 | 2512 | 1114 | 367 | 3961 | 3502 | 1194 | 964 | 933 | 1343 | 437 | 1603 | 1858 | 2723 | 1551 | 395 | 1404 | 389 |
| | '53 | 1839 | 1053 | 876 | 17089 | 1220 | 2317 | 440 | 419 | 4112 | 2193 | 658 | 9058 | 7716 | 2342 | 1921 | 2020 | 2174 | 713 | 2269 | 4300 | 6903 | 2815 | 947 | 3134 | 606 |
| | '52 | 2322 | 1205 | 1264 | 16113 | 1559 | 2331 | 567 | 459 | 4101 | 2646 | 960 | 8741 | 6496 | 2717 | 2190 | 2091 | 2501 | 723 | 2080 | 3977 | 6101 | 3850 | 1460 | 3216 | 770 |
| | '51 | 3393 | 1666 | 1538 | 24536 | 2423 | 3445 | 714 | 529 | 5517 | 3640 | 1391 | 12016 | 9984 | 4056 | 3251 | 3040 | 3120 | 959 | 2521 | 5397 | 7406 | 5203 | 1841 | 4380 | 1070 |
| | '50 | 4197 | 2212 | 1893 | 34390 | 2918 | 4029 | 933 | 689 | 7174 | 4020 | 1687 | 14468 | 12011 | 4753 | 3978 | 3595 | 4214 | 1215 | 3027 | 7191 | 7917 | 7121 | 2075 | 5711 | 1448 |
| | '49 | 1292 | 736 | 544 | 14389 | 984 | 1544 | 332 | 236 | 2257 | 1264 | 702 | 4738 | 3082 | 1704 | 1311 | 1178 | 1141 | 398 | 1677 | 2271 | 2201 | 2212 | 823 | 1907 | 502 |
| | '48 | 1287 | 965 | 572 | 17823 | 1190 | 1828 | 302 | 276 | 2622 | 1384 | 694 | 5166 | 4045 | 1989 | 1654 | 1144 | 1110 | 463 | 1923 | 2579 | 2362 | 2447 | 599 | 2240 | 525 |
| | '47 | 704 | 579 | 302 | 12087 | 910 | 1147 | 155 | 128 | 1558 | 692 | 489 | 2634 | 2211 | 1395 | 1133 | 867 | 603 | 201 | 854 | 1204 | 973 | 1613 | 311 | 1430 | 331 |
| | '46 | 87 | 57 | 18 | 2143 | 74 | 103 | 12 | 10 | 157 | 76 | 62 | 240 | 240 | 107 | 80 | 59 | 51 | 29 | 118 | 117 | 93 | 136 | 49 | 111 | 44 |
| | '45-'42 | 48 | 48 | 15 | 1445 | 77 | 100 | 8 | 6 | 96 | 58 | 47 | 208 | 161 | 97 | 74 | 31 | 61 | 10 | 33 | 60 | 67 | 156 | 27 | 96 | 44 |
| | '41 | 127 | 134 | 64 | 4275 | 248 | 283 | 31 | 28 | 343 | 137 | 146 | 617 | 381 | 334 | 197 | 89 | 135 | 54 | 103 | 275 | 206 | 431 | 48 | 254 | 112 |
| | '40 | 76 | 85 | 27 | 2652 | 147 | 115 | 9 | 21 | 187 | 82 | 91 | 274 | 240 | 189 | 113 | 60 | 54 | 40 | 78 | 139 | 104 | 257 | 30 | 164 | 71 |
| | '39 | 32 | 30 | 18 | 1756 | 75 | 85 | 7 | 11 | 94 | 40 | 39 | 168 | 141 | 109 | 57 | 24 | 19 | 25 | 34 | 102 | 68 | 147 | 14 | 92 | 37 |
| | Before '39 | 34 | 76 | 23 | 1946 | 127 | 129 | 14 | 11 | 100 | 55 | 61 | 262 | 236 | 188 | 116 | 66 | 39 | 35 | 60 | 131 | 122 | 255 | 19 | 91 | 69 |
| | Unid.* | 30 | 6 | 15 | 30 | 7 | 13 | 45 | 129 | 124 | 90 | 7 | 88 | 80 | 36 | 13 | 18 | 41 | 12 | 103 | 39 | 96 | 24 | 21 | 1 | 9 |
| | Total | 18453 | 11010 | 9011 | 180754 | 14669 | 22528 | 4404 | 3847 | 38903 | 20982 | 8708 | 76890 | 63144 | 24729 | 20153 | 17183 | 20073 | 6708 | 20058 | 34079 | 46517 | 33828 | 10153 | 28905 | 7340 |
| WILLYS | '57 | 46 | 78 | 34 | 441 | 270 | 56 | 6 | 15 | 488 | 85 | 117 | 228 | 62 | 39 | 43 | 155 | 86 | 228 | 99 | 238 | 346 | 91 | 43 | 75 | 188 |
| | '56 | 116 | 88 | 68 | 1260 | 509 | 160 | 15 | 16 | 743 | 58 | 218 | 361 | 114 | 56 | 54 | 219 | 186 | 222 | 143 | 381 | 451 | 151 | 65 | 93 | 274 |
| | '55 | 123 | 147 | 103 | 1769 | 738 | 272 | 23 | 29 | 808 | 83 | 273 | 678 | 274 | 118 | 105 | 233 | 183 | 272 | 187 | 451 | 593 | 192 | 85 | 162 | 269 |
| | '54 | 138 | 186 | 87 | 1764 | 584 | 287 | 47 | 28 | 838 | 107 | 252 | 805 | 270 | 155 | 157 | 181 | 203 | 237 | 369 | 588 | 598 | 260 | 84 | 277 | 204 |
| | '53 | 722 | 411 | 301 | 6039 | 962 | 1265 | 123 | 126 | 2322 | 593 | 542 | 2520 | 1250 | 520 | 445 | 745 | 543 | 659 | 703 | 1670 | 2064 | 807 | 271 | 893 | 473 |
| | '52 | 729 | 303 | 327 | 4130 | 726 | 745 | 77 | 117 | 1815 | 574 | 456 | 1493 | 840 | 423 | 416 | 584 | 532 | 362 | 597 | 994 | 1323 | 437 | 313 | 651 | 407 |
| | '51 | 548 | 236 | 340 | 2685 | 983 | 718 | 47 | 79 | 1907 | 404 | 541 | 1375 | 632 | 273 | 310 | 604 | 594 | 413 | 372 | 1059 | 838 | 411 | 317 | 587 | 401 |
| | '50 | 600 | 313 | 349 | 2685 | 874 | 791 | 83 | 81 | 2009 | 368 | 347 | 1534 | 742 | 323 | 319 | 699 | 602 | 305 | 562 | 983 | 921 | 396 | 293 | 779 | 321 |
| | '49 | 583 | 218 | 422 | 2147 | 929 | 511 | 60 | 54 | 1583 | 398 | 344 | 1532 | 651 | 443 | 364 | 830 | 672 | 283 | 382 | 764 | 842 | 382 | 390 | 795 | 290 |
| | '48 | 965 | 246 | 672 | 3253 | 1913 | 576 | 35 | 51 | 1814 | 305 | 697 | 2569 | 861 | 1051 | 603 | 1574 | 1014 | 455 | 365 | 820 | 1570 | 945 | 517 | 1215 | 599 |
| | '47 | 686 | 184 | 375 | 3077 | 1475 | 369 | 48 | 35 | 1512 | 221 | 498 | 1799 | 713 | 908 | 463 | 1022 | 748 | 441 | 356 | 648 | 1523 | 699 | 391 | 1066 | 500 |
| | '46 | 419 | 74 | 219 | 3145 | 1009 | 356 | 20 | 9 | 968 | 63 | 213 | 1399 | 458 | 559 | 321 | 528 | 346 | 339 | 194 | 630 | 1611 | 552 | 228 | 612 | 235 |
| | '45-'42 | 298 | 171 | 77 | 2490 | 399 | 131 | 9 | 2 | 475 | 52 | 181 | 320 | 123 | 98 | 118 | 213 | 148 | 165 | 26 | 177 | 225 | 118 | 167 | 180 | 132 |
| | '41 | 86 | 36 | 23 | 996 | 44 | 35 | 1 | 1 | 107 | 28 | 29 | 56 | 48 | 21 | 20 | 31 | 25 | 11 | 8 | 39 | 54 | 37 | 34 | 56 | 17 |
| | '40 | 54 | 29 | 19 | 622 | 28 | 22 | 2 | 2 | 101 | 21 | 15 | 45 | 43 | 29 | 28 | 17 | 19 | 9 | 1 | 26 | 40 | 33 | 17 | 16 | 14 |
| | '39 | 12 | 8 | 3 | 273 | 10 | 9 | | | 24 | 6 | 2 | 5 | 13 | 4 | 6 | 5 | 8 | 2 | 5 | 10 | 9 | 12 | 10 | 16 | 2 |
| | Before '39 | 20 | 30 | 6 | 785 | 29 | 25 | 1 | | 73 | 20 | 8 | 67 | 67 | 44 | 55 | 23 | 12 | 8 | 6 | 18 | 61 | 69 | 12 | 30 | 8 |
| | Unid.* | 26 | 3 | 3 | 10 | 11 | 6 | 3 | 54 | 135 | 28 | 30 | 40 | 14 | 18 | 7 | 13 | 23 | 4 | 57 | 38 | 423 | 5 | 11 | 4 | 9 |
| | Total | 6171 | 2759 | 3428 | 38571 | 11503 | 6346 | 600 | 699 | 17722 | 3414 | 4763 | 16826 | 7175 | 5082 | 3835 | 7676 | 5942 | 4415 | 4432 | 9532 | 13492 | 5597 | 3248 | 7307 | 4310 |
| ALL OTHERS | '57 | 961 | 1060 | 198 | 29061 | 829 | 2120 | 173 | 657 | 5294 | 1172 | 245 | 4264 | 1409 | 705 | 557 | 343 | 704 | 594 | 1325 | 3854 | 4115 | 857 | 248 | 864 | 522 |
| | '56 | 821 | 771 | 167 | 28161 | 595 | 2620 | 210 | 559 | 3798 | 918 | 286 | 2948 | 991 | 520 | 465 | 317 | 547 | 520 | 909 | 2741 | 2835 | 709 | 172 | 811 | 336 |
| | '55 | 309 | 395 | 101 | 15959 | 460 | 1610 | 106 | 395 | 1981 | 592 | 102 | 1517 | 533 | 235 | 338 | 163 | 314 | 260 | 573 | 1715 | 1281 | 272 | 110 | 504 | 132 |
| | '54 | 213 | 235 | 70 | 9170 | 298 | 987 | 75 | 274 | 1230 | 416 | 44 | 2864 | 327 | 126 | 175 | 165 | 257 | 132 | 462 | 1106 | 793 | 177 | 97 | 358 | 58 |
| | '53 | 243 | 253 | 85 | 11710 | 335 | 1045 | 85 | 218 | 1746 | 520 | 89 | 1061 | 412 | 134 | 164 | 184 | 284 | 175 | 381 | 1313 | 940 | 272 | 99 | 566 | 59 |
| | '52 | 263 | 266 | 66 | 9813 | 353 | 926 | 112 | 213 | 1785 | 431 | 83 | 979 | 397 | 136 | 226 | 158 | 272 | 156 | 411 | 1222 | 731 | 206 | 119 | 733 | 59 |
| | '51 | 361 | 240 | 98 | 7111 | 310 | 1082 | 88 | 193 | 1858 | 617 | 85 | 866 | 423 | 157 | 206 | 218 | 241 | 167 | 334 | 1237 | 812 | 193 | 112 | 1276 | 83 |
| | '50 | 202 | 124 | 94 | 4028 | 212 | 672 | 53 | 103 | 1524 | 531 | 76 | 637 | 298 | 124 | 139 | 152 | 264 | 101 | 197 | 623 | 502 | 146 | 135 | 263 | 57 |
| | '49 | 131 | 81 | 66 | 2124 | 146 | 332 | 25 | 47 | 616 | 402 | 59 | 520 | 296 | 164 | 203 | 128 | 211 | 90 | 145 | 391 | 485 | 135 | 108 | 238 | 39 |
| | '48 | 189 | 133 | 72 | 3025 | 164 | 637 | 45 | 68 | 763 | 320 | 92 | 782 | 482 | 223 | 267 | 206 | 278 | 136 | 147 | 495 | 671 | 319 | 117 | 430 | 48 |
| | '47 | 66 | 42 | 35 | 841 | 78 | 114 | 9 | 9 | 384 | 141 | 22 | 157 | 170 | 96 | 67 | 101 | 68 | 53 | 43 | 88 | 208 | 88 | 44 | 119 | 31 |
| | '46 | 39 | 7 | 16 | 220 | 43 | 29 | 2 | 4 | 116 | 82 | 7 | 47 | 45 | 27 | 16 | 19 | 24 | 22 | 15 | 44 | 56 | 29 | 18 | 31 | 8 |
| | '45-'42 | 28 | 9 | 4 | 193 | 15 | 10 | 5 | | 90 | 25 | 6 | 31 | 19 | 9 | 7 | 4 | 17 | 32 | 9 | 15 | 29 | 20 | 5 | 18 | 2 |
| | '41 | 13 | 16 | 7 | 217 | 25 | 19 | 2 | 2 | 67 | 33 | 10 | 35 | 29 | 28 | 19 | 15 | 5 | 12 | 16 | 21 | 41 | 39 | 13 | 9 | 6 |
| | '40 | 10 | 4 | 2 | 186 | 13 | 12 | 3 | 2 | 61 | 38 | 5 | 28 | 20 | 16 | 21 | 8 | 12 | 17 | 4 | 11 | 31 | 19 | 6 | 11 | 4 |
| | '39 | 6 | 12 | 2 | 151 | 17 | 17 | 2 | 2 | 42 | 24 | 5 | 30 | 21 | 18 | 10 | 10 | 1 | 10 | 11 | 30 | 27 | 28 | 6 | 9 | 8 |
| | Before '39 | 39 | 91 | 30 | 1707 | 114 | 170 | 11 | 21 | 200 | 102 | 32 | 326 | 196 | 245 | 104 | 67 | 36 | 67 | 87 | 279 | 238 | 256 | 24 | 107 | 44 |
| | Unid.* | 124 | 145 | 121 | 539 | 102 | 187 | 80 | 106 | 574 | 152 | 23 | 860 | 609 | 716 | 8 | 272 | 423 | 84 | 915 | 312 | 376 | 19 | 125 | 389 | 99 |
| | Total | 3738 | 3884 | 1254 | 124216 | 4109 | 12589 | 1086 | 2873 | 22129 | 6516 | 1271 | 17932 | 6677 | 3679 | 2992 | 2550 | 3858 | 2628 | 5884 | 15297 | 14171 | 3784 | 1557 | 6736 | 1562 |

Unid.*—Unidentified as to model year. Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For State Totals and Summary of Cars in Use by Makes, by Model Year, see page 121*

## Cars in Use by Makes and According to Rank

*Based on data from the Reuben H. Donnelley Corp.*

| Rank | Make | Number in Use | % of Total | Rank | Make | Number in Use | % of Total |
|---|---|---|---|---|---|---|---|
| 1 | Chevrolet | 12,298,713 | 23.91 | 12 | Cadillac | 1,013,556 | 1.97 |
| 2 | Ford | 10,271,549 | 19.97 | 13 | De Soto | 1,001,714 | 1.95 |
| 3 | Plymouth | 5,050,280 | 9.82 | 14 | Hudson | 596,924 | 1.16 |
| 4 | Buick | 4,160,429 | 8.09 | 15 | Packard | 535,933 | 1.04 |
| 5 | Pontiac | 3,371,001 | 6.55 | 16 | Willys | 360,575 | .70 |
| 6 | Oldsmobile | 3,140,962 | 6.11 | 17 | Kaiser-Frazer, Henry J | 346,041 | .67 |
| 7 | Dodge | 2,575,530 | 5.01 | 18 | Lincoln | 294,541 | .57 |
| 8 | Mercury | 2,271,928 | 4.42 | 19 | All Others | 468,835 | .91 |
| 9 | Studebaker | 1,350,161 | 2.63 | | | | |
| 10 | Chrysler | 1,299,727 | 2.53 | | | | |
| 11 | Nash | 1,024,881 | 1.99 | | Total—Cars | 51,432,460 | 100.00 |

# AND MODEL YEAR—*concluded*

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N.D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PONTIAC | '57 | 1161 | 380 | 642 | 6874 | 1289 | 16815 | 3478 | 499 | 12275 | 1759 | 1855 | 12206 | 627 | 1534 | 528 | 2911 | 11497 | 681 | 425 | 3656 | 2024 | 1534 | 3025 | 351 | 187914 |
| | '56 | 2379 | 914 | 1286 | 14083 | 1837 | 33666 | 6738 | 787 | 27463 | 4427 | 4505 | 24666 | 1373 | 3211 | 859 | 4772 | 21249 | 1865 | 758 | 7518 | 4845 | 3622 | 7380 | 706 | 380631 |
| | '55 | 3326 | 1110 | 1774 | 18463 | 2561 | 44535 | 10467 | 1174 | 34270 | 7665 | 5653 | 30206 | 2201 | 4864 | 1405 | 8531 | 32572 | 2195 | 920 | 9716 | 7082 | 4016 | 10418 | 1032 | 519385 |
| | '54 | 2099 | 406 | 1241 | 12760 | 1060 | 29240 | 5184 | 583 | 19228 | 4195 | 1739 | 17633 | 1300 | 2381 | 859 | 4005 | 15691 | 1342 | 560 | 6113 | 2915 | 2176 | 5904 | 520 | 272998 |
| | '53 | 3160 | 726 | 1374 | 16474 | 1546 | 36294 | 8571 | 1134 | 27262 | 4841 | 3458 | 24642 | 1824 | 3625 | 1171 | 6212 | 19352 | 1694 | 770 | 7090 | 5221 | 3327 | 9196 | 729 | 388304 |
| | '52 | 2113 | 489 | 872 | 10049 | 1051 | 20469 | 5812 | 794 | 16201 | 3450 | 2603 | 14601 | 1108 | 2668 | 830 | 4366 | 13402 | 1537 | 440 | 4609 | 3699 | 2240 | 5629 | 547 | 245646 |
| | '51 | 3134 | 606 | 1099 | 13867 | 1299 | 28146 | 7401 | 1117 | 22438 | 4161 | 3807 | 20501 | 1629 | 3293 | 1335 | 5729 | 16385 | 2126 | 636 | 5757 | 5322 | 3167 | 8057 | 673 | 326681 |
| | '50 | 3695 | 808 | 1260 | 15783 | 1360 | 32226 | 8485 | 1160 | 24440 | 5263 | 4407 | 24117 | 2005 | 3709 | 1598 | 6451 | 18242 | 2047 | 788 | 7148 | 6783 | 3703 | 9620 | 730 | 382356 |
| | '49 | 2149 | 480 | 826 | 11675 | 745 | 22333 | 4724 | 744 | 14492 | 3022 | 2699 | 14052 | 1398 | 2246 | 971 | 3551 | 8748 | 1423 | 486 | 3970 | 4323 | 2383 | 5995 | 425 | 231541 |
| | '48 | 1591 | 343 | 615 | 7233 | 443 | 13176 | 3370 | 554 | 9915 | 2020 | 1982 | 9484 | 936 | 1878 | 769 | 2686 | 5325 | 743 | 375 | 2714 | 3043 | 1660 | 3821 | 270 | 155363 |
| | '47 | 1167 | 267 | 450 | 5341 | 337 | 8592 | 2803 | 322 | 6858 | 1544 | 1764 | 7140 | 813 | 1399 | 548 | 1730 | 3735 | 675 | 325 | 1996 | 2755 | 1458 | 2623 | 162 | 110856 |
| | '46 | 503 | 130 | 221 | 2310 | 152 | 3603 | 1393 | 157 | 2717 | 688 | 897 | 2883 | 369 | 670 | 232 | 810 | 1622 | 290 | 141 | 963 | 1487 | 680 | 1196 | 94 | 49959 |
| | '45-'42 | 101 | 38 | 28 | 286 | 31 | 398 | 227 | 26 | 313 | 131 | 219 | 421 | 62 | 138 | 55 | 149 | 423 | 95 | 17 | 135 | 432 | 76 | 233 | 23 | 9429 |
| | '41 | 372 | 137 | 143 | 1647 | 110 | 2047 | 968 | 114 | 1630 | 635 | 1053 | 2171 | 283 | 629 | 146 | 475 | 1188 | 320 | 102 | 646 | 1574 | 327 | 933 | 91 | 40988 |
| | '40 | 204 | 67 | 103 | 1100 | 74 | 1342 | 589 | 57 | 1126 | 390 | 610 | 1405 | 187 | 279 | 83 | 271 | 601 | 174 | 75 | 413 | 985 | 259 | 644 | 43 | 25525 |
| | '39 | 109 | 34 | 78 | 720 | 33 | 805 | 290 | 44 | 624 | 213 | 237 | 759 | 115 | 170 | 55 | 147 | 288 | 59 | 40 | 253 | 409 | 123 | 368 | 17 | 13851 |
| | Before '39 | 346 | 86 | 143 | 849 | 59 | 966 | 335 | 67 | 1297 | 418 | 499 | 1358 | 159 | 206 | 128 | 206 | 614 | 171 | 68 | 286 | 1393 | 173 | 808 | 61 | 24801 |
| | Unid.* | 19 | 2 | 10 | 89 | 11 | 545 | 2 | 2 | 171 | 68 | 6 | 354 | 22 | 10 | 16 | 130 | 367 | 33 | | 45 | 226 | 3 | 2 | 1 | 4773 |
| | Total | 27628 | 7023 | 12165 | 139402 | 13998 | 295198 | 70837 | 9335 | 222720 | 44890 | 37793 | 208599 | 16411 | 32910 | 11588 | 53112 | 171301 | 17470 | 6926 | 63028 | 54518 | 30927 | 75852 | 6475 | 3371001 |
| STUDEBAKER | '57 | 256 | 94 | 172 | 1432 | 278 | 2599 | 605 | 180 | 2011 | 285 | 503 | 2671 | 110 | 238 | 167 | 454 | 1487 | 106 | 109 | 561 | 441 | 387 | 736 | 55 | 35599 |
| | '56 | 461 | 342 | 348 | 2372 | 276 | 5315 | 1157 | 276 | 3431 | 763 | 1197 | 4914 | 347 | 477 | 237 | 852 | 3145 | 247 | 193 | 1141 | 1160 | 775 | 1574 | 126 | 67609 |
| | '55 | 674 | 578 | 441 | 3756 | 634 | 7685 | 1858 | 396 | 5963 | 1214 | 1690 | 6701 | 583 | 854 | 410 | 1460 | 5588 | 382 | 297 | 2043 | 1959 | 1051 | 2271 | 203 | 110281 |
| | '54 | 575 | 318 | 357 | 2459 | 273 | 5483 | 946 | 203 | 3455 | 953 | 908 | 3337 | 379 | 378 | 336 | 820 | 3135 | 216 | 174 | 1611 | 1321 | 539 | 1371 | 104 | 67095 |
| | '53 | 1175 | 387 | 496 | 5466 | 685 | 11295 | 2497 | 486 | 8700 | 1580 | 1545 | 8827 | 806 | 1133 | 565 | 2004 | 6808 | 588 | 237 | 2521 | 2512 | 1032 | 3664 | 222 | 144165 |
| | '52 | 1508 | 397 | 460 | 5200 | 790 | 11178 | 3234 | 636 | 8808 | 1982 | 1898 | 9274 | 704 | 1557 | 674 | 2466 | 8511 | 830 | 298 | 2947 | 2998 | 1268 | 3973 | 309 | 152338 |
| | '51 | 2229 | 469 | 682 | 7257 | 1134 | 14301 | 4468 | 785 | 11615 | 2467 | 2991 | 12135 | 979 | 2245 | 1019 | 3422 | 11225 | 1293 | 334 | 3632 | 4813 | 1957 | 5859 | 397 | 210944 |
| | '50 | 2661 | 680 | 780 | 9140 | 1414 | 16679 | 5135 | 963 | 13345 | 3255 | 3519 | 14739 | 1356 | 2636 | 1215 | 4246 | 15051 | 1882 | 407 | 4277 | 5843 | 2166 | 7103 | 525 | 261863 |
| | '49 | 903 | 277 | 283 | 3098 | 391 | 5759 | 1636 | 382 | 3953 | 1304 | 1521 | 5461 | 464 | 781 | 448 | 1232 | 3945 | 751 | 181 | 2194 | 2646 | 849 | 2411 | 238 | 90333 |
| | '48 | 1174 | 350 | 261 | 3377 | 399 | 5777 | 1884 | 412 | 4366 | 1194 | 2166 | 6300 | 592 | 907 | 534 | 1289 | 4232 | 802 | 162 | 1666 | 3233 | 975 | 2352 | 209 | 101602 |
| | '47 | 865 | 196 | 94 | 1766 | 260 | 2557 | 1128 | 273 | 1980 | 901 | 1402 | 3207 | 282 | 552 | 343 | 706 | 2675 | 471 | 59 | 848 | 2273 | 494 | 1349 | 161 | 58953 |
| | '46 | 97 | 16 | 7 | 139 | 31 | 248 | 112 | 25 | 182 | 158 | 170 | 256 | 24 | 72 | 26 | 80 | 281 | 45 | 4 | 157 | 297 | 48 | 82 | 11 | 6841 |
| | '45-'42 | 63 | 21 | 8 | 87 | 17 | 120 | 57 | 20 | 152 | 56 | 170 | 174 | 20 | 37 | 26 | 46 | 239 | 49 | 8 | 57 | 339 | 28 | 99 | 13 | 4979 |
| | '41 | 219 | 59 | 21 | 331 | 62 | 438 | 170 | 52 | 444 | 130 | 451 | 679 | 65 | 109 | 60 | 141 | 524 | 146 | 20 | 177 | 778 | 109 | 355 | 49 | 14641 |
| | '40 | 89 | 38 | 29 | 191 | 27 | 214 | 108 | 32 | 272 | 99 | 193 | 439 | 39 | 69 | 48 | 75 | 266 | 85 | 6 | 107 | 436 | 76 | 174 | 33 | 8421 |
| | '39 | 52 | 23 | 9 | 109 | 13 | 138 | 37 | 9 | 169 | 57 | 136 | 297 | 22 | 27 | 24 | 37 | 144 | 61 | 5 | 39 | 233 | 47 | 135 | 5 | 5052 |
| | Before '39 | 121 | 49 | 19 | 178 | 17 | 236 | 42 | 27 | 312 | 77 | 156 | 527 | 38 | 30 | 27 | 34 | 242 | 55 | 16 | 72 | 611 | 58 | 178 | 13 | 7400 |
| | Unid.* | 8 | 2 | 3 | 30 | 7 | 247 | 1 | 1 | 64 | 28 | 8 | 219 | 15 | 1 | 14 | 58 | 149 | 4 | | 21 | 84 | | 2 | 2 | 2045 |
| | Total | 13330 | 4296 | 4441 | 46388 | 6708 | 90267 | 25075 | 5158 | 69422 | 16503 | 20624 | 79957 | 6825 | 12103 | 6173 | 19422 | 67647 | 8013 | 2510 | 24071 | 31977 | 11859 | 33888 | 2675 | 1350161 |
| WILLYS | '57 | 41 | 26 | 41 | 140 | 105 | 684 | 33 | 17 | 358 | 9 | 175 | 444 | 110 | 7 | 9 | 60 | 250 | 53 | 161 | 108 | 151 | 118 | 97 | 94 | 6749 |
| | '56 | 33 | 66 | 197 | 199 | 182 | 788 | 32 | 46 | 553 | 16 | 247 | 1093 | 347 | 11 | 22 | 118 | 394 | 123 | 257 | 233 | 268 | 181 | 150 | 178 | 11438 |
| | '55 | 92 | 107 | 167 | 326 | 240 | 1223 | 179 | 43 | 1043 | 67 | 360 | 1320 | 583 | 40 | 60 | 191 | 473 | 201 | 214 | 349 | 383 | 223 | 263 | 298 | 16084 |
| | '54 | 100 | 69 | 146 | 514 | 143 | 1581 | 189 | 41 | 894 | 71 | 363 | 1031 | 379 | 79 | 112 | 168 | 502 | 188 | 189 | 343 | 382 | 180 | 420 | 209 | 16677 |
| | '53 | 312 | 182 | 384 | 2230 | 334 | 5567 | 1161 | 122 | 3567 | 231 | 827 | 3216 | 806 | 414 | 176 | 670 | 1319 | 357 | 451 | 776 | 948 | 754 | 952 | 351 | 51261 |
| | '52 | 318 | 132 | 204 | 1551 | 254 | 3357 | 1113 | 105 | 2412 | 312 | 814 | 2537 | 704 | 391 | 141 | 561 | 1490 | 333 | 282 | 883 | 868 | 633 | 671 | 237 | 39126 |
| | '51 | 249 | 110 | 225 | 1368 | 307 | 2818 | 426 | 139 | 1894 | 236 | 734 | 2168 | 979 | 184 | 132 | 519 | 1421 | 257 | 384 | 525 | 839 | 476 | 469 | 346 | 33071 |
| | '50 | 214 | 107 | 200 | 1403 | 299 | 2735 | 503 | 124 | 1773 | 301 | 549 | 2744 | 1356 | 249 | 105 | 628 | 1682 | 225 | 261 | 624 | 749 | 587 | 478 | 256 | 34248 |
| | '49 | 301 | 74 | 141 | 1227 | 255 | 2047 | 530 | 132 | 1711 | 364 | 305 | 1675 | 464 | 270 | 102 | 680 | 1737 | 228 | 165 | 656 | 667 | 533 | 440 | 220 | 30483 |
| | '48 | 518 | 83 | 176 | 993 | 374 | 2054 | 408 | 390 | 2386 | 336 | 249 | 2433 | 592 | 209 | 96 | 1018 | 2333 | 403 | 301 | 986 | 952 | 283 | 670 | 415 | 42905 |
| | '47 | 391 | 77 | 122 | 743 | 354 | 1424 | 282 | 276 | 1848 | 302 | 243 | 1917 | 282 | 127 | 59 | 700 | 1690 | 297 | 280 | 810 | 888 | 231 | 533 | 319 | 33791 |
| | '46 | 247 | 50 | 132 | 696 | 242 | 1231 | 69 | 174 | 1579 | 92 | 66 | 2196 | 24 | 22 | 12 | 343 | 957 | 155 | 260 | 562 | 530 | 44 | 310 | 173 | 24747 |
| | '45-'42 | 59 | 66 | 41 | 287 | 151 | 611 | 9 | 36 | 364 | 50 | 39 | 176 | 20 | 9 | 9 | 191 | 450 | 245 | 70 | 229 | 904 | 12 | 71 | 54 | 10690 |
| | '41 | 18 | 14 | 9 | 61 | 12 | 71 | 30 | 25 | 94 | 25 | 70 | 374 | 65 | 14 | 8 | 31 | 81 | 22 | | 36 | 119 | 8 | 13 | 13 | 3005 |
| | '40 | 7 | 3 | 3 | 30 | 7 | 46 | 16 | 7 | 80 | 29 | 58 | 82 | 39 | 17 | 10 | 15 | 73 | 6 | 3 | 17 | 113 | 16 | 32 | 4 | 1932 |
| | '39 | 1 | 2 | 1 | 7 | 2 | 9 | 6 | 4 | 13 | 9 | 17 | 7 | 22 | 4 | 4 | 5 | 22 | | 1 | 1 | 8 | 2 | 8 | 1 | 586 |
| | Before '39 | 38 | 9 | 5 | 39 | 11 | 46 | 14 | 9 | 123 | 38 | 38 | 82 | 38 | 18 | 8 | 11 | 78 | 5 | 7 | 11 | 111 | 8 | 49 | 6 | 2250 |
| | Unid.* | 3 | | 6 | 14 | 20 | 87 | 2 | | 37 | 9 | 2 | 201 | 15 | | 2 | 43 | 80 | 2 | | 3 | 42 | 1 | 1 | | 1538 |
| | Total | 2942 | 1177 | 2200 | 11828 | 3292 | 26377 | 5002 | 1690 | 20729 | 2497 | 5156 | 23696 | 6825 | 2065 | 1067 | 5952 | 15032 | 3100 | 3286 | 7152 | 8922 | 4290 | 5827 | 3174 | 360575 |
| ALL OTHERS | '57 | 159 | 283 | 556 | 3316 | 646 | 10484 | 809 | 125 | 2830 | 535 | 2420 | 1515 | 46 | 375 | 117 | 517 | 2462 | 372 | 466 | 1350 | 3129 | 469 | 1345 | 95 | 96899 |
| | '56 | 137 | 344 | 528 | 3191 | 415 | 10551 | 620 | 46 | 2704 | 485 | 2130 | 305 | 30 | 379 | 106 | 444 | 1857 | 594 | 231 | 1519 | 3233 | 473 | 1051 | 63 | 85298 |
| | '55 | 98 | 189 | 258 | 1760 | 284 | 5828 | 367 | 24 | 1445 | 293 | 825 | 149 | 52 | 222 | 84 | 316 | 1198 | 290 | 107 | 944 | 1621 | 159 | 528 | 42 | 47272 |
| | '54 | 76 | 114 | 143 | 1186 | 188 | 4166 | 259 | 17 | 1044 | 168 | 341 | 392 | 57 | 169 | 52 | 225 | 865 | 87 | 61 | 669 | 982 | 95 | 355 | 26 | 31961 |
| | '53 | 82 | 136 | 149 | 1411 | 212 | 5128 | 325 | 30 | 1318 | 187 | 458 | 174 | 191 | 152 | 37 | 291 | 944 | 126 | 71 | 612 | 1228 | 113 | 357 | 29 | 36201 |
| | '52 | 66 | 100 | 133 | 1304 | 196 | 3572 | 361 | 23 | 1189 | 227 | 529 | 217 | 156 | 261 | 25 | 329 | 1063 | 119 | 75 | 627 | 1068 | 159 | 276 | 31 | 32331 |
| | '51 | 72 | 67 | 112 | 1334 | 227 | 4014 | 488 | 17 | 1041 | 175 | 561 | 316 | 161 | 309 | 27 | 390 | 1003 | 93 | 76 | 671 | 1267 | 168 | 243 | 30 | 31234 |
| | '50 | 48 | 38 | 76 | 895 | 202 | 3074 | 380 | 35 | 868 | 129 | 388 | 291 | 171 | 190 | 33 | 300 | 963 | 77 | 49 | 469 | 1151 | 158 | 188 | 23 | 21441 |
| | '49 | 64 | 23 | 54 | 574 | 154 | 1635 | 188 | 23 | 630 | 149 | 150 | 296 | 154 | 121 | 30 | 202 | 747 | 71 | 41 | 233 | 634 | 108 | 193 | 15 | 13802 |
| | '48 | 94 | 31 | 68 | 1007 | 130 | 1732 | 317 | 35 | 907 | 213 | 282 | 406 | 152 | 210 | 48 | 268 | 1183 | 38 | 33 | 430 | 738 | 129 | 225 | 31 | 18769 |
| | '47 | 43 | 13 | 13 | 173 | 62 | 404 | 100 | 16 | 301 | 75 | 51 | 186 | 121 | 70 | 25 | 99 | 344 | 11 | 8 | 117 | 367 | 37 | 51 | 11 | 5678 |
| | '46 | 11 | 4 | 5 | 48 | 29 | 137 | 31 | 10 | 50 | 23 | 8 | 28 | 88 | 17 | 4 | 56 | 85 | 10 | 4 | 37 | 257 | 11 | 9 | 2 | 1847 |
| | '45-'42 | 7 | 7 | 2 | 29 | 11 | 53 | 28 | 2 | 33 | 14 | 8 | 14 | 62 | 5 | 3 | 53 | 115 | 8 | 2 | 58 | 193 | 21 | 22 | 3 | 1302 |
| | '41 | 9 | 5 | 6 | 19 | 18 | 82 | 17 | 4 | 60 | 22 | 16 | 42 | 14 | 8 | 3 | 19 | 66 | 9 | 2 | 23 | 174 | 12 | 40 | 4 | 1379 |
| | '40 | 6 | 3 | 7 | 18 | 12 | 86 | 8 | 7 | 53 | 14 | 12 | 34 | 5 | 6 | 1 | 23 | 49 | 7 | 5 | 20 | 98 | 14 | 9 | 2 | 1089 |
| | '39 | 6 | 1 | 3 | 26 | 7 | 68 | 12 | 6 | 61 | 10 | 12 | 33 | | 6 | 3 | 9 | 44 | 2 | 3 | 31 | 79 | 9 | 13 | 4 | 958 |
| | Before '39 | 74 | 27 | 48 | 255 | 53 | 461 | 71 | 22 | 383 | 124 | 77 | 318 | 9 | 34 | 17 | 45 | 253 | 33 | 23 | 86 | 483 | 42 | 170 | 25 | 7800 |
| | Unid.* | 71 | 6 | 135 | 110 | 116 | 6323 | 42 | 2 | 562 | 136 | 26 | 14895 | 8 | 10 | 5 | 286 | 1475 | 88 | | 20 | 954 | 12 | 294 | 15 | 33001 |
| | Total | 1115 | 1393 | 2296 | 16656 | 2964 | 57798 | 4423 | 444 | 15479 | 2979 | 8294 | 19611 | 1477 | 2544 | 620 | 3872 | 14716 | 2035 | 1257 | 7916 | 17656 | 2189 | 5369 | 451 | 468035 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For State Totals and Summary of Cars in Use by Makes, by Model Year, see page 121***

## Trucks in Use by Makes and According to Rank

*Based on data from the Reuben H. Donnelley Corp.*

| Rank | Make | Number in Use | % of Total | Rank | Make | Number in Use | % of Total |
|---|---|---|---|---|---|---|---|
| 1 | Chevrolet | 3,353,509 | 34.30 | 12 | Reo | 37,722 | .39 |
| 2 | Ford | 2,652,443 | 27.13 | 13 | Brockway | 19,830 | .20 |
| 3 | International | 1,053,309 | 10.77 | 14 | Autocar | 19,429 | .20 |
| 4 | Dodge, Plymouth | 985,466 | 10.08 | 15 | Federal | 9,842 | .10 |
| 5 | G. M. C. | 768,160 | 7.86 | 16 | Pontiac | 7,363 | .08 |
| 6 | Studebaker | 265,129 | 2.71 | 17 | All Others | 125,400 | 1.29 |
| 7 | Willys | 179,918 | 1.84 | | | | |
| 8 | White, Sterling | 113,446 | 1.16 | | | | |
| 9 | Mack | 91,379 | .93 | | | | |
| 10 | Diamond T | 47,681 | .49 | | | | |
| 11 | Divco | 45,924 | .47 | | Total—Trucks | 9,775,960 | 100.00 |

# TRUCKS IN USE BY MAKES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOCAR | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '55 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '54 | 1 | 4 | | 86 | 19 | 39 | 2 | 7 | 13 | 2 | 2 | 26 | 23 | | 1 | 3 | 2 | 1 | 17 | 109 | 21 | 2 | | 3 | 3 |
| | '53 | 8 | 6 | 4 | 112 | 32 | 55 | 16 | 3 | 12 | 4 | 1 | 24 | 17 | 9 | 1 | 3 | 2 | 3 | 22 | 111 | 41 | 3 | 1 | 11 | 2 |
| | '52 | 4 | 6 | 1 | 89 | 7 | 37 | 4 | 8 | 19 | 2 | 1 | 29 | 15 | 1 | | 2 | 1 | 8 | 30 | 119 | 21 | 4 | | 12 | 1 |
| | '51 | 6 | 15 | 1 | 191 | 10 | 74 | 3 | 11 | 20 | 2 | 1 | 76 | 23 | 2 | | 7 | 2 | 7 | 23 | 186 | 30 | 3 | | 5 | 2 |
| | '50 | 5 | 1 | | 145 | 10 | 61 | 4 | 10 | 14 | 1 | 2 | 33 | 23 | 1 | | 5 | 2 | 6 | 30 | 211 | 15 | 9 | | 10 | |
| | '49 | 1 | 1 | | 76 | 2 | 73 | 16 | 34 | 6 | 1 | | 70 | 6 | 3 | 3 | 2 | 1 | 3 | 39 | 122 | 8 | 16 | | 12 | 5 |
| | '48 | 1 | 1 | 1 | 145 | 19 | 89 | 13 | 12 | 10 | 3 | | 76 | 6 | | 1 | 11 | 4 | 4 | 40 | 169 | 27 | 26 | | 9 | 3 |
| | '47 | | 5 | | 246 | 35 | 132 | 10 | 17 | 22 | | 2 | 129 | 10 | 2 | 4 | 7 | 3 | 11 | 68 | 281 | 27 | 38 | 1 | 19 | 5 |
| | '46 | 4 | 6 | | 312 | 30 | 156 | 14 | 18 | 40 | 3 | 2 | 73 | 10 | | 5 | 6 | 2 | 3 | 38 | 268 | 19 | 13 | | 44 | 2 |
| | '45 | 2 | 3 | | 184 | 18 | 71 | 3 | 5 | 22 | 2 | 3 | 51 | 7 | 2 | | 2 | 1 | 8 | 13 | 129 | 6 | 17 | | 11 | 4 |
| | '44 | 2 | 14 | | 122 | 9 | 40 | 2 | 2 | 7 | 2 | 4 | 3 | 1 | | | 2 | 1 | 1 | 16 | 53 | 2 | 6 | | 5 | 1 |
| | '43 | | 5 | | 25 | 3 | 1 | | | 5 | | | 6 | | 1 | 1 | 3 | | 1 | 1 | 4 | 2 | 2 | | 1 | |
| | '42 | 5 | 21 | 1 | 99 | 12 | 13 | 1 | 5 | 51 | 3 | 8 | 9 | 2 | 2 | 3 | 7 | 8 | | 5 | 37 | 2 | 5 | 4 | 8 | 2 |
| | '41 | 2 | 5 | | 136 | 1 | 46 | 3 | 9 | 9 | 1 | 3 | 30 | 2 | | 1 | 5 | 3 | 2 | 15 | 59 | 1 | 3 | 1 | 28 | 2 |
| | '40 | | 3 | | 67 | | 20 | 2 | 10 | 3 | 1 | | 11 | 1 | 1 | | 3 | 1 | 1 | 8 | 44 | 2 | 2 | | 1 | 2 |
| | '39 | | 1 | | 37 | 2 | 16 | | 2 | 1 | 1 | | 12 | | 4 | 1 | 5 | | 1 | 11 | 15 | | | | 3 | |
| | Before '39 | | 1 | | 128 | 2 | 32 | 1 | 5 | 1 | | | 35 | 2 | 1 | 1 | 1 | | | 4 | 58 | 2 | 9 | | 9 | |
| | Unid.* | 7 | 6 | | 4 | 35 | 6 | 14 | 5 | 17 | 3 | 2 | 22 | 8 | 1 | 5 | 8 | 4 | 1 | 19 | 46 | 8 | | | | 2 |
| | Total | 48 | 104 | 8 | 2204 | 246 | 961 | 108 | 163 | 272 | 31 | 31 | 715 | 156 | 30 | 27 | 82 | 37 | 61 | 399 | 2021 | 234 | 158 | 7 | 191 | 36 |
| BROCKWAY | '57 | | | | | | 9 | 5 | 1 | 1 | | | | 2 | | | | | 2 | 23 | 19 | | | | | |
| | '56 | | | | | | 18 | 2 | 1 | 7 | | | | 1 | | | | | 9 | 18 | 71 | | | | | |
| | '55 | | | | | | 37 | 3 | 2 | | | | | | | | 1 | | 3 | 28 | 81 | | | | | |
| | '54 | | | | | | 33 | 6 | 4 | 2 | | | | 1 | | | | | 2 | 34 | 81 | | | | | |
| | '53 | 1 | | | 2 | | 56 | 7 | 1 | 2 | | | | 2 | | | | | 9 | 72 | 101 | 2 | | | | |
| | '52 | | | | 1 | 1 | 46 | 8 | 8 | 1 | 1 | | | | | | | | 7 | 40 | 89 | | | | 1 | |
| | '51 | | 2 | | 1 | 2 | 70 | 10 | 2 | 4 | 1 | | 1 | 2 | | | | | 16 | 59 | 129 | 1 | | | | |
| | '50 | | 1 | | 1 | | 72 | 11 | 11 | 4 | | | 1 | | | | | | 20 | 59 | 181 | 2 | | | | |
| | '49 | | | | 1 | | 29 | 7 | | 3 | | 1 | 6 | 2 | | | 3 | | 11 | 38 | 105 | 2 | | | | |
| | '48 | 3 | | | 4 | 1 | 61 | 8 | 16 | 2 | | | 1 | 3 | | 1 | 2 | | 10 | 55 | 188 | 5 | 1 | | 2 | |
| | '47 | 1 | 2 | | 6 | 1 | 92 | 12 | 6 | 1 | 1 | | 3 | 15 | | | 2 | | 16 | 43 | 191 | 4 | 3 | 1 | 1 | |
| | '46 | | 2 | | 8 | | 78 | 3 | 4 | 4 | | | 3 | 18 | | | 1 | | 17 | 53 | 166 | 4 | | | 1 | |
| | '45 | | 3 | | 1 | | 40 | 1 | 6 | 1 | | | | 5 | | | | | 2 | 17 | 83 | | 2 | 1 | | |
| | '44 | | 1 | | 3 | | 12 | 1 | 2 | 1 | | | | 1 | | | | 1 | 2 | 11 | 33 | | | 2 | | |
| | '43 | | 1 | | 2 | | | | 1 | 2 | 2 | | | | | | | | | | 3 | | 1 | | | |
| | '42 | | | | 3 | | 5 | | | 1 | | | 1 | | | | | | | 11 | 1 | | | | | |
| | '41 | | | | 9 | | 34 | | 2 | 1 | | | 4 | 1 | | | | | 1 | 21 | 33 | | | | | |
| | '40 | | | | | | 6 | | 5 | 1 | | | 1 | | | | | | 2 | 18 | 15 | | | | | |
| | '39 | 1 | | | 4 | | 18 | 1 | | 2 | | | | | | | | | | 1 | 10 | | 2 | | | |
| | Before '39 | | | | 12 | 1 | 25 | | 1 | 3 | | | 1 | | 2 | | | | 2 | 6 | 22 | | | | | |
| | Unid.* | | | | | | 2 | | | | 1 | | | 1 | | | | | 1 | 20 | 10 | 1 | | | | |
| | Total | 6 | 12 | | 58 | 6 | 743 | 85 | 71 | 43 | 6 | 1 | 22 | 54 | 2 | 1 | 9 | 1 | 132 | 627 | 1612 | 21 | 9 | 4 | 5 | |
| CHEVROLET | '57 | 3341 | 2317 | 3446 | 19147 | 2101 | 1031 | 521 | 638 | 5129 | 4088 | 869 | 5718 | 4706 | 2495 | 2277 | 3048 | 4504 | 730 | 1843 | 2313 | 6283 | 2698 | 2555 | 5086 | 911 |
| | '56 | 5045 | 2155 | 4335 | 23978 | 2587 | 2634 | 629 | 586 | 6660 | 5686 | 1573 | 8610 | 6244 | 3337 | 3351 | 4073 | 5747 | 1236 | 2392 | 2896 | 8059 | 4165 | 4757 | 6305 | 1498 |
| | '55 | 9606 | 3979 | 7233 | 37667 | 5222 | 2682 | 1041 | 897 | 11649 | 10532 | 2494 | 14833 | 11550 | 6782 | 7226 | 7075 | 9510 | 2083 | 3713 | 4786 | 14672 | 6508 | 7966 | 11455 | 2823 |
| | '54 | 5913 | 2036 | 4964 | 19728 | 3266 | 2062 | 764 | 556 | 6528 | 6920 | 1628 | 11311 | 7256 | 5763 | 5074 | 5053 | 8471 | 1395 | 3180 | 3381 | 9095 | 5213 | 6025 | 7503 | 1827 |
| | '53 | 7093 | 2510 | 5224 | 23457 | 3893 | 2031 | 864 | 725 | 7387 | 7838 | 2010 | 12008 | 8966 | 5995 | 5962 | 6251 | 6531 | 1512 | 3265 | 3534 | 10239 | 5449 | 6133 | 8658 | 1996 |
| | '52 | 5931 | 2257 | 4931 | 18566 | 4096 | 1725 | 673 | 574 | 6415 | 7278 | 2036 | 9867 | 6605 | 5005 | 5868 | 5077 | 5675 | 1292 | 2805 | 3130 | 7640 | 5303 | 5920 | 7883 | 2157 |
| | '51 | 8200 | 3066 | 6905 | 24278 | 5838 | 2575 | 843 | 765 | 8257 | 9818 | 2617 | 13910 | 9996 | 7645 | 7790 | 6925 | 6998 | 1858 | 3240 | 4088 | 10411 | 6687 | 7363 | 11202 | 2746 |
| | '50 | 8720 | 2901 | 6898 | 24282 | 6470 | 2516 | 970 | 611 | 7999 | 9964 | 2812 | 15832 | 10072 | 9031 | 8550 | 8454 | 7041 | 1878 | 3670 | 4464 | 10774 | 8216 | 7807 | 13300 | 3052 |
| | '49 | 7227 | 1995 | 6337 | 18915 | 5292 | 1820 | 660 | 378 | 6264 | 7139 | 2335 | 12476 | 8464 | 8724 | 9043 | 7088 | 6218 | 1596 | 2659 | 3036 | 7467 | 8090 | 6332 | 11352 | 2492 |
| | '48 | 5220 | 1685 | 3870 | 18470 | 4180 | 2071 | 652 | 368 | 5129 | 5580 | 2092 | 10124 | 6812 | 6001 | 7794 | 5475 | 4105 | 1935 | 2837 | 3533 | 6005 | 5680 | 4329 | 8459 | 2202 |
| | '47 | 2665 | 1116 | 1874 | 11862 | 2767 | 1289 | 370 | 198 | 3330 | 2770 | 1373 | 5995 | 4566 | 3991 | 5169 | 3552 | 1913 | 1019 | 1883 | 2152 | 3606 | 3317 | 1901 | 5503 | 1375 |
| | '46 | 4406 | 1324 | 2238 | 11678 | 2829 | 1775 | 469 | 126 | 2934 | 4588 | 1691 | 5369 | 5394 | 4055 | 5751 | 4178 | 2360 | 1561 | 1502 | 2576 | 3492 | 4819 | 3396 | 5402 | 1827 |
| | '45 | 165 | 140 | 207 | 2171 | 324 | 210 | 56 | 3 | 428 | 215 | 263 | 590 | 580 | 453 | 852 | 525 | 193 | 222 | 344 | 182 | 495 | 407 | 144 | 646 | 256 |
| | '44 | 84 | 87 | 77 | 950 | 188 | 65 | 31 | 4 | 96 | 76 | 109 | 224 | 121 | 173 | 381 | 147 | 88 | 126 | 118 | 53 | 145 | 230 | 49 | 216 | 86 |
| | '43 | 19 | 11 | 29 | 311 | 53 | 24 | 4 | | 34 | 24 | 25 | 28 | 40 | 9 | 48 | 29 | 18 | 15 | 36 | 10 | 26 | 35 | 18 | 16 | 64 |
| | '42 | 873 | 488 | 420 | 3933 | 1178 | 323 | 87 | 33 | 743 | 932 | 536 | 947 | 1208 | 760 | 1387 | 805 | 529 | 405 | 168 | 404 | 621 | 1253 | 622 | 941 | 578 |
| | '41 | 1142 | 695 | 764 | 9070 | 1717 | 892 | 128 | 62 | 1025 | 1166 | 1086 | 2369 | 2232 | 2186 | 3600 | 1677 | 600 | 515 | 720 | 753 | 1484 | 2710 | 655 | 2552 | 1080 |
| | '40 | 706 | 477 | 413 | 5539 | 1244 | 678 | 88 | 26 | 656 | 763 | 741 | 1876 | 1574 | 1593 | 2153 | 1179 | 507 | 396 | 374 | 541 | 988 | 2039 | 569 | 1798 | 740 |
| | '39 | 344 | 267 | 264 | 3822 | 987 | 443 | 46 | 22 | 413 | 423 | 492 | 1174 | 1104 | 1091 | 1485 | 701 | 267 | 265 | 299 | 366 | 644 | 1357 | 275 | 1122 | 494 |
| | Before '39 | 634 | 835 | 420 | 12138 | 2465 | 1288 | 144 | 43 | 706 | 880 | 1432 | 1982 | 2627 | 2115 | 4647 | 1384 | 407 | 727 | 594 | 845 | 1718 | 4821 | 562 | 2339 | 1244 |
| | Unid.* | 88 | 59 | 1385 | 343 | 24 | 11 | 225 | 175 | 497 | 451 | 94 | 231 | 299 | 117 | 148 | 118 | 251 | 15 | 1890 | 123 | 523 | 45 | 281 | 45 | 38 |
| | Total | 77424 | 30280 | 62234 | 290305 | 56721 | 28145 | 9265 | 6788 | 82279 | 87132 | 28248 | 135474 | 100416 | 77321 | 88676 | 72814 | 69933 | 20781 | 37530 | 43166 | 104387 | 79242 | 67459 | 111763 | 29488 |
| DIAMOND T | '57 | 14 | 2 | 17 | 124 | 18 | 39 | 28 | 4 | 81 | 53 | 3 | 249 | 103 | 96 | 27 | 15 | 33 | 1 | 12 | 50 | 143 | 37 | 2 | 32 | 2 |
| | '56 | 25 | 22 | 28 | 315 | 49 | 107 | 18 | 17 | 102 | 57 | 4 | 464 | 162 | 138 | 32 | 48 | 58 | 13 | 18 | 113 | 161 | 49 | 6 | 90 | 1 |
| | '55 | 27 | 9 | 38 | 269 | 32 | 96 | 11 | 19 | 81 | 26 | 8 | 458 | 107 | 107 | 30 | 24 | 38 | 17 | 19 | 142 | 98 | 53 | 7 | 41 | 3 |
| | '54 | 14 | 11 | 20 | 182 | 29 | 73 | 3 | 12 | 55 | 14 | 10 | 393 | 58 | 70 | 24 | 25 | 35 | 12 | 18 | 80 | 83 | 42 | 3 | 41 | 8 |
| | '53 | 29 | 14 | 16 | 253 | 56 | 88 | 7 | 11 | 75 | 38 | 9 | 365 | 87 | 61 | 41 | 36 | 49 | 37 | 27 | 103 | 117 | 85 | 5 | 45 | 12 |
| | '52 | 11 | 10 | 10 | 244 | 49 | 78 | 19 | 12 | 74 | 39 | 24 | 320 | 81 | 66 | 35 | 29 | 54 | 5 | 13 | 100 | 64 | 63 | 4 | 32 | 19 |
| | '51 | 15 | 16 | 15 | 320 | 46 | 87 | 7 | 19 | 102 | 37 | 29 | 537 | 81 | 78 | 53 | 40 | 61 | 5 | 20 | 122 | 57 | 90 | 4 | 57 | 35 |
| | '50 | 23 | 18 | 9 | 287 | 45 | 86 | 8 | 23 | 79 | 16 | 49 | 487 | 99 | 91 | 41 | 44 | 87 | 8 | 32 | 149 | 61 | 75 | 7 | 67 | 29 |
| | '49 | 9 | 9 | 19 | 198 | 72 | 68 | 9 | 5 | 56 | 17 | 53 | 321 | 91 | 132 | 76 | 66 | 84 | 5 | 46 | 74 | 37 | 54 | 11 | 46 | 62 |
| | '48 | 22 | 18 | 22 | 349 | 133 | 121 | 16 | 27 | 62 | 36 | 66 | 605 | 185 | 170 | 183 | 122 | 121 | 11 | 40 | 160 | 91 | 243 | 28 | 134 | 147 |
| | '47 | 22 | 21 | 31 | 312 | 98 | 100 | 9 | 10 | 66 | 53 | 48 | 583 | 172 | 152 | 139 | 78 | 139 | 14 | 32 | 182 | 92 | 163 | 19 | 144 | 47 |
| | '46 | 8 | 7 | 12 | 181 | 27 | 47 | 5 | 9 | 45 | 15 | 19 | 254 | 65 | 59 | 50 | 27 | 12 | 10 | 10 | 64 | 40 | 65 | 10 | 67 | 21 |
| | '45 | 4 | 8 | 2 | 89 | 25 | 31 | 1 | 1 | 20 | 14 | 23 | 115 | 34 | 33 | 24 | 20 | 9 | 1 | 1 | 39 | 12 | 38 | 8 | 47 | 12 |
| | '44 | | | 1 | 38 | 6 | 10 | 1 | | 9 | | 14 | 34 | 13 | 12 | 6 | 6 | 2 | 1 | 4 | 17 | 7 | 10 | 7 | 7 | 6 |
| | '43 | 1 | 1 | | 29 | 5 | | | | 9 | | 2 | | 1 | | 2 | 1 | 3 | 2 | 1 | 2 | 4 | 2 | | 6 | 1 |
| | '42 | 1 | 4 | 2 | 54 | 10 | 10 | | 4 | 11 | 4 | 8 | 21 | 5 | 11 | 11 | 1 | 12 | 6 | 4 | 29 | 1 | 13 | 14 | 11 | 6 |
| | '41 | 3 | 3 | 5 | 131 | 20 | 33 | 2 | 1 | 14 | 6 | 7 | 135 | 36 | 39 | 43 | 16 | 15 | 6 | 4 | 55 | 9 | 40 | 3 | 29 | 22 |
| | '40 | 3 | 5 | 2 | 70 | 19 | 30 | | | 15 | 3 | 10 | 122 | 34 | 41 | 25 | 13 | 11 | 2 | 6 | 30 | 10 | 33 | 4 | 23 | 15 |
| | '39 | 1 | | 2 | 41 | 20 | 18 | | | 6 | 1 | 9 | 88 | 15 | 22 | 17 | 5 | 12 | 4 | 5 | 17 | 6 | 25 | 1 | 20 | 10 |
| | Before '39 | 4 | 8 | 5 | 204 | 71 | 64 | 2 | 1 | 12 | 3 | 39 | 206 | 62 | 77 | 141 | 42 | 14 | 28 | 15 | 64 | 20 | 159 | 2 | 53 | 68 |
| | Unid.* | 6 | 1 | 9 | 9 | 5 | 2 | 8 | 4 | 22 | 5 | 6 | 23 | 9 | 12 | 1 | 3 | 5 | 1 | 3 | 12 | 6 | 8 | 2 | 1 | |
| | Total | 242 | 187 | 285 | 3699 | 835 | 1185 | 153 | 179 | 996 | 437 | 440 | 5780 | 1500 | 1467 | 1001 | 659 | 855 | 189 | 330 | 1604 | 1119 | 1347 | 147 | 993 | 526 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Trucks in Use by Makes, by Model Year, see page 120*

# STATES AND MODEL YEAR

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N. D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AUTOCAR | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '55 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '54 | | | 2 | 55 | 13 | 155 | 18 | | 27 | 9 | 18 | 211 | 24 | 3 | | 9 | 86 | 4 | 1 | 12 | 8 | 18 | 12 | 2 | 1073 |
| | '53 | | | 6 | 102 | 6 | 394 | 10 | | 77 | 7 | 25 | 162 | 32 | 4 | | 4 | 64 | 3 | 1 | 15 | 2 | 13 | 12 | 1 | 1443 |
| | '52 | | | 5 | 106 | 2 | 197 | 33 | | 50 | 8 | 12 | 186 | 26 | 2 | | 4 | 92 | 1 | 2 | 12 | 1 | 20 | 11 | 3 | 1194 |
| | '51 | 3 | | 3 | 183 | 2 | 332 | 24 | | 69 | 5 | 18 | 192 | 47 | 5 | | 6 | 42 | | 2 | 14 | | 7 | 13 | 4 | 1671 |
| | '50 | | 2 | 11 | 137 | 1 | 389 | 20 | | 58 | 1 | 15 | 94 | 48 | 3 | | 3 | 32 | 4 | | 16 | 3 | 4 | 5 | 2 | 1446 |
| | '49 | 2 | 3 | 3 | 101 | 1 | 263 | 11 | 1 | 40 | 4 | 5 | 128 | 33 | 2 | | | 16 | 2 | 1 | 15 | 4 | 4 | 5 | 1 | 1145 |
| | '48 | 1 | | 6 | 157 | 1 | 375 | 13 | 1 | 43 | 1 | 26 | 223 | 56 | 5 | | 2 | 24 | 1 | 2 | 18 | 3 | 13 | 30 | 4 | 1677 |
| | '47 | | 5 | 15 | 278 | | 561 | 4 | 1 | 121 | 3 | 23 | 254 | 50 | 3 | 5 | 3 | 12 | 2 | 5 | 23 | 12 | 21 | 16 | 2 | 2493 |
| | '46 | 1 | 5 | 11 | 268 | | 446 | 16 | 2 | 64 | 5 | 9 | 163 | 95 | 8 | | | 9 | 3 | 2 | 61 | 10 | 18 | 7 | 2 | 2273 |
| | '45 | 1 | 1 | 4 | 91 | | 224 | 7 | | 48 | 6 | 15 | 66 | 26 | 3 | | 1 | 9 | 2 | 4 | 16 | 15 | 6 | 8 | 3 | 1120 |
| | '44 | 1 | 2 | | 47 | 1 | 70 | 3 | | 11 | 1 | 3 | 44 | 4 | 3 | | 1 | 1 | 1 | 1 | 2 | 7 | 3 | 5 | | 506 |
| | '43 | 1 | 2 | 2 | 3 | 1 | 14 | 3 | 1 | 3 | 3 | 3 | 2 | 3 | 1 | | | 6 | 1 | | | 4 | 1 | 1 | 1 | 117 |
| | '42 | 4 | 1 | 2 | 27 | 3 | 51 | 6 | | 4 | 5 | 15 | 20 | 11 | 5 | 1 | 3 | 9 | 5 | | 13 | 31 | 9 | 7 | 2 | 547 |
| | '41 | | 4 | 7 | 63 | 2 | 144 | 3 | | 13 | 2 | | 96 | 20 | 1 | | | 7 | | | 12 | 16 | 3 | 6 | 1 | 767 |
| | '40 | | 1 | 2 | 25 | 1 | 89 | 3 | | 16 | 1 | | 39 | 6 | | | | | 1 | 1 | 2 | | | 3 | | 373 |
| | '39 | 1 | 1 | 1 | 36 | | 106 | | | 3 | | | 43 | 5 | 1 | | | 1 | | | 6 | 1 | | 6 | | 323 |
| Before '39 | | | 1 | 5 | 55 | | 276 | 1 | | 9 | | 2 | 69 | 10 | | | | | | 2 | 4 | 3 | 1 | 2 | | 732 |
| Unid.* | | | 3 | | 7 | 16 | 99 | 10 | 1 | 11 | 3 | 7 | 104 | 4 | 12 | | 4 | 19 | | | 2 | | 2 | 2 | | 529 |
| Total | | 15 | 31 | 87 | 1741 | 50 | 4185 | 185 | 7 | 667 | 64 | 196 | 2096 | 500 | 61 | 6 | 40 | 429 | 30 | 24 | 243 | 120 | 143 | 151 | 28 | 19429 |
| BROCKWAY | '57 | | | 2 | 63 | | 161 | | | 2 | | | 143 | 1 | | | | | | 1 | 1 | | | | | 436 |
| | '56 | | | 1 | 138 | | 515 | | | 1 | | | 214 | 1 | | | 2 | | | 8 | 5 | | | | | 1012 |
| | '55 | | | 7 | 199 | | 474 | | | 6 | | | 252 | 2 | | | | | | 10 | 10 | | | 1 | | 1116 |
| | '54 | | | 4 | 176 | | 449 | | | 5 | | | 662 | 1 | | | | | | 10 | 8 | | | | | 1478 |
| | '53 | | | 5 | 331 | 1 | 769 | | | 33 | | | 379 | | | | 4 | | | 12 | 5 | | 2 | | | 1796 |
| | '52 | | | 7 | 205 | | 527 | 1 | | 8 | | | 380 | 7 | 1 | | 14 | | | 7 | 9 | | 30 | | | 1397 |
| | '51 | | | 8 | 381 | | 691 | | | 16 | | | 415 | 9 | | | 6 | | | 4 | 30 | | 18 | | | 1878 |
| | '50 | | | 7 | 331 | | 690 | 6 | | 3 | | | 259 | 18 | | | 1 | | | 7 | 37 | | 68 | | | 1790 |
| | '49 | | | 6 | 157 | | 449 | | | 5 | | | 167 | 5 | | | | | | 5 | 17 | | 16 | | | 1035 |
| | '48 | | | 8 | 285 | | 624 | 3 | | 13 | | | 319 | 10 | | | 3 | 2 | | 8 | 16 | | 25 | | | 1679 |
| | '47 | | | 4 | 334 | | 766 | 2 | | 13 | | | 405 | 2 | | | 1 | 1 | | 7 | 25 | | 89 | | | 2050 |
| | '46 | | | 4 | 243 | | 772 | 3 | | 16 | | 3 | 213 | 2 | | | 1 | | | 7 | 22 | 1 | 28 | | | 1677 |
| | '45 | 1 | | 2 | 141 | | 346 | | | 11 | | | 101 | 1 | | | 2 | 1 | | 4 | 5 | | 6 | 1 | | 784 |
| | '44 | | | 1 | 78 | | 117 | | | 2 | | | 73 | | | | | | | 1 | 6 | | 3 | | | 351 |
| | '43 | | | | | | 7 | | | | | | 6 | | 1 | | 2 | 2 | | | | | | | | 30 |
| | '42 | | | | 9 | | 38 | 1 | | | 1 | 1 | 9 | 1 | | | | | | | 2 | 3 | 1 | | | 88 |
| | '41 | | | 1 | 47 | | 207 | | | | | | 43 | 3 | 1 | | | 1 | | 1 | 4 | | | | | 414 |
| | '40 | | | | 27 | | 97 | 1 | | | | | 22 | 1 | | | 1 | | | | 7 | | | | | 204 |
| | '39 | | | | 18 | | 72 | | | | | | 27 | 1 | | | | | | 1 | | | | | | 157 |
| Before '39 | | | | 11 | 45 | | 168 | 2 | | 2 | | | 53 | | | | | | | 7 | 6 | | | | | 370 |
| Unid.* | | | | 1 | 14 | 1 | 27 | | | | | | 7 | 1 | | | 1 | | | | | | | | | 88 |
| Total | | 1 | | 79 | 3222 | 2 | 7966 | 19 | | 136 | 1 | 4 | 4149 | 66 | 3 | | 38 | 7 | | 100 | 215 | 4 | 286 | 2 | | 19830 |
| CHEVROLET | '57 | 1037 | 313 | 583 | 3031 | 1903 | 4667 | 3651 | 662 | 6371 | 2793 | 1797 | 6136 | 300 | 1912 | 540 | 3196 | 16574 | 574 | 420 | 2403 | 1838 | 1318 | 3340 | 760 | 153924 |
| | '56 | 1648 | 576 | 699 | 4708 | 3508 | 8462 | 5069 | 1042 | 8874 | 5671 | 2914 | 9164 | 457 | 3104 | 853 | 3991 | 20484 | 1236 | 488 | 4733 | 3346 | 2575 | 3720 | 917 | 216777 |
| | '55 | 3586 | 1038 | 1036 | 7045 | 3977 | 13012 | 11792 | 1912 | 14514 | 8422 | 4894 | 14999 | 888 | 5502 | 1516 | 7539 | 39925 | 1910 | 785 | 6885 | 4874 | 4308 | 5819 | 1651 | 371813 |
| | '54 | 2966 | 581 | 804 | 5320 | 2091 | 10383 | 7174 | 1505 | 9300 | 6994 | 2595 | 10714 | 671 | 3952 | 1409 | 5827 | 24871 | 1168 | 582 | 5218 | 3116 | 2709 | 5031 | 1157 | 249050 |
| | '53 | 3135 | 731 | 822 | 6107 | 2171 | 10484 | 8829 | 1590 | 10748 | 7290 | 2983 | 12260 | 656 | 5214 | 1607 | 6476 | 24207 | 1384 | 583 | 5701 | 3935 | 3337 | 5485 | 1178 | 276444 |
| | '52 | 3364 | 662 | 757 | 4776 | 2038 | 8848 | 7489 | 1951 | 9006 | 6765 | 2976 | 10321 | 595 | 4237 | 1654 | 5656 | 23282 | 1514 | 561 | 5268 | 3467 | 2789 | 4889 | 1291 | 242965 |
| | '51 | 4951 | 790 | 948 | 6879 | 2709 | 11977 | 10533 | 2535 | 12751 | 8629 | 4580 | 14670 | 882 | 6430 | 2320 | 7811 | 33449 | 1994 | 792 | 6973 | 5236 | 4430 | 7223 | 1665 | 335258 |
| | '50 | 5348 | 688 | 932 | 7048 | 2905 | 11986 | 16340 | 2529 | 13311 | 10066 | 4660 | 15594 | 944 | 5302 | 2462 | 8589 | 32996 | 2179 | 642 | 7734 | 5359 | 4980 | 8329 | 1825 | 352732 |
| | '49 | 5538 | 587 | 737 | 4941 | 2214 | 8497 | 10058 | 3782 | 9579 | 8234 | 3748 | 10677 | 711 | 4254 | 2913 | 7638 | 23214 | 1620 | 524 | 6714 | 4487 | 4380 | 7391 | 1489 | 287306 |
| | '48 | 4055 | 495 | 803 | 4510 | 1358 | 7976 | 8002 | 3186 | 8380 | 6785 | 3336 | 10158 | 806 | 3790 | 2262 | 5506 | 17154 | 1236 | 538 | 5678 | 4156 | 3572 | 5848 | 1196 | 235592 |
| | '47 | 2713 | 345 | 523 | 2787 | 850 | 4683 | 4939 | 1651 | 4688 | 4612 | 2342 | 5634 | 506 | 2026 | 1404 | 3017 | 9538 | 823 | 307 | 4099 | 2860 | 2202 | 4279 | 750 | 143114 |
| | '46 | 3208 | 375 | 854 | 3210 | 964 | 4789 | 8970 | 1846 | 5759 | 4188 | 2711 | 7394 | 733 | 2931 | 1513 | 3873 | 11489 | 883 | 1503 | 3586 | 3998 | 2133 | 4018 | 789 | 166458 |
| | '45 | 281 | 60 | 79 | 332 | 57 | 611 | 626 | 255 | 217 | 810 | 282 | 409 | 52 | 204 | 169 | 215 | 677 | 94 | 55 | 696 | 452 | 181 | 476 | 88 | 17389 |
| | '44 | 124 | 24 | 26 | 117 | 35 | 230 | 171 | 188 | 50 | 345 | 147 | 177 | 26 | 80 | 107 | 67 | 302 | 47 | 17 | 215 | 235 | 55 | 202 | 68 | 6959 |
| | '43 | 8 | 10 | 9 | 19 | 4 | 54 | 54 | 20 | 51 | 72 | 27 | 11 | 1 | 6 | 5 | 27 | 89 | 17 | 1 | 23 | 153 | 9 | 13 | 12 | 1621 |
| | '42 | 1134 | 191 | 142 | 468 | 282 | 666 | 1570 | 875 | 1249 | 1072 | 1027 | 1328 | 161 | 618 | 480 | 755 | 2936 | 361 | 77 | 1084 | 1705 | 431 | 1068 | 289 | 40141 |
| | '41 | 1826 | 351 | 409 | 1012 | 411 | 1571 | 2866 | 1475 | 1875 | 2368 | 1907 | 2774 | 226 | 1210 | 917 | 1290 | 3930 | 559 | 173 | 1649 | 2659 | 931 | 2685 | 455 | 76409 |
| | '40 | 1080 | 257 | 339 | 715 | 305 | 1115 | 1581 | 1129 | 1289 | 1510 | 1285 | 1824 | 174 | 747 | 657 | 732 | 2450 | 417 | 140 | 1009 | 1748 | 658 | 1842 | 361 | 51024 |
| | '39 | 856 | 151 | 293 | 411 | 112 | 580 | 943 | 726 | 810 | 1066 | 794 | 1044 | 128 | 488 | 411 | 409 | 1570 | 267 | 95 | 707 | 1086 | 383 | 1290 | 236 | 33023 |
| Before '39 | | 2304 | 481 | 873 | 1067 | 452 | 1462 | 1749 | 2266 | 2045 | 2466 | 2466 | 2571 | 365 | 912 | 1111 | 663 | 2860 | 699 | 203 | 1398 | 3825 | 694 | 4047 | 552 | 84548 |
| Unid.* | | 60 | 7 | 22 | 86 | 12 | 787 | 21 | 9 | 125 | 240 | 829 | 150 | 69 | 23 | 25 | 305 | 402 | 37 | | 92 | 89 | 3 | 66 | 7 | 10942 |
| Total | | 49222 | 8713 | 11700 | 64709 | 28358 | 112840 | 106427 | 31134 | 120972 | 90398 | 48280 | 138009 | 9351 | 52942 | 24335 | 73582 | 292399 | 19019 | 7486 | 71865 | 58604 | 42078 | 77061 | 16736 | 3353509 |
| DIAMOND T | '57 | 59 | 2 | 2 | 99 | 3 | 134 | 38 | | 151 | 7 | 25 | 132 | 11 | 1 | 4 | 29 | 125 | 16 | 6 | 3 | 16 | 7 | 21 | 8 | 2081 |
| | '56 | 85 | 6 | 5 | 150 | 14 | 166 | 144 | | 155 | 14 | 61 | 246 | 15 | 11 | 19 | 33 | 258 | 25 | 5 | 21 | 61 | 13 | 57 | 6 | 3668 |
| | '55 | 95 | 2 | 4 | 160 | 17 | 265 | 39 | 3 | 179 | 31 | 70 | 229 | 35 | 4 | 22 | 26 | 110 | 8 | 6 | 15 | 61 | 19 | 36 | 7 | 3203 |
| | '54 | 56 | 4 | 7 | 137 | 7 | 236 | 48 | 1 | 83 | 1 | 41 | 230 | 43 | 6 | 23 | 7 | 88 | 13 | 3 | 13 | 27 | 12 | 23 | 6 | 2430 |
| | '53 | 56 | 3 | 2 | 105 | 16 | 277 | 26 | 2 | 130 | 7 | 51 | 156 | 21 | 3 | 24 | 22 | 112 | 21 | 5 | 16 | 36 | 15 | 57 | 9 | 2638 |
| | '52 | 72 | 9 | 7 | 73 | 4 | 297 | 49 | 9 | 73 | 10 | 61 | 185 | 8 | 11 | 26 | 18 | 98 | 24 | 7 | 15 | 56 | 28 | 69 | 16 | 2680 |
| | '51 | 81 | 5 | 6 | 125 | 6 | 384 | 19 | 7 | 155 | 5 | 66 | 265 | 10 | 17 | 26 | 16 | 102 | 25 | 5 | 37 | 74 | 17 | 63 | 13 | 3462 |
| | '50 | 94 | 10 | 9 | 157 | 4 | 587 | 23 | 20 | 144 | 9 | 57 | 234 | 24 | 6 | 47 | 43 | 75 | 25 | 1 | 31 | 43 | 22 | 59 | 21 | 3665 |
| | '49 | 119 | 8 | 3 | 86 | 12 | 350 | 18 | 51 | 109 | 20 | 33 | 154 | 8 | 14 | 52 | 40 | 95 | 26 | 5 | 39 | 69 | 46 | 67 | 43 | 3087 |
| | '48 | 316 | 6 | 17 | 168 | 18 | 533 | 51 | 152 | 174 | 51 | 76 | 325 | 22 | 15 | 156 | 62 | 139 | 42 | 15 | 84 | 92 | 71 | 183 | 76 | 5956 |
| | '47 | 128 | 4 | 13 | 167 | 14 | 487 | 57 | 64 | 170 | 42 | 115 | 307 | 23 | 16 | 62 | 31 | 110 | 28 | 8 | 77 | 124 | 41 | 149 | 30 | 4991 |
| | '46 | 26 | 3 | 14 | 73 | 11 | 188 | 16 | 13 | 52 | 13 | 46 | 87 | 14 | 5 | 19 | 9 | 45 | 9 | 3 | 25 | 60 | 18 | 73 | 17 | 1968 |
| | '45 | 24 | 1 | 3 | 38 | 6 | 101 | 4 | 12 | 51 | 11 | 25 | 66 | 7 | 2 | 17 | 2 | 30 | 2 | 3 | 20 | 38 | 20 | 53 | 11 | 1157 |
| | '44 | 7 | | 2 | 11 | 4 | 66 | 3 | 7 | 20 | 7 | 3 | 42 | 3 | 1 | 2 | 1 | 6 | 2 | 1 | 8 | 14 | 9 | 10 | 6 | 446 |
| | '43 | 1 | | | 1 | | 15 | 1 | | 1 | 2 | | 1 | 1 | | 1 | | 6 | | | 1 | 7 | 2 | 2 | 1 | 115 |
| | '42 | 5 | 2 | 1 | 11 | | 67 | 3 | 3 | 11 | 4 | 18 | 11 | 1 | 2 | 4 | 5 | 8 | 2 | 6 | 8 | 25 | 7 | 8 | 4 | 469 |
| | '41 | 15 | 2 | 9 | 58 | 3 | 109 | 3 | 9 | 30 | 11 | 14 | 78 | 8 | 4 | 7 | 2 | 25 | 5 | 4 | 18 | 46 | 14 | 51 | 5 | 1206 |
| | '40 | 16 | 2 | 5 | 34 | 3 | 81 | 4 | 14 | 15 | 8 | 11 | 51 | 3 | 2 | 9 | | 17 | 2 | 4 | 8 | 29 | 6 | 58 | 2 | 910 |
| | '39 | 8 | 1 | 1 | 22 | 5 | 53 | 3 | 5 | 9 | 6 | 8 | 78 | 6 | 2 | 13 | 1 | 14 | 5 | 2 | 2 | 16 | 2 | 28 | 4 | 639 |
| Before '39 | | 75 | 12 | 14 | 163 | 4 | 135 | 12 | 62 | 44 | 37 | 33 | 134 | 10 | 4 | 27 | 2 | 40 | 8 | 3 | 10 | 69 | 13 | 137 | 8 | 2420 |
| Unid.* | | | | | 13 | 1 | 22 | 2 | | 8 | 5 | 10 | 1 | 2 | 1 | | 3 | 47 | 2 | | 2 | 4 | 1 | 2 | 1 | 290 |
| Total | | 1338 | 82 | 124 | 1851 | 152 | 4552 | 563 | 434 | 1764 | 301 | 824 | 3012 | 275 | 127 | 560 | 352 | 1550 | 290 | 92 | 453 | 967 | 383 | 1206 | 294 | 47681 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Trucks in Use by Makes, by Model Year, see page 120*

# TRUCKS IN USE BY MAKES, STATES,

| | Model Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DIVCO | '57 | 11 | 2 | | 64 | 28 | 48 | 2 | 23 | 115 | 15 | 2 | 41 | 54 | 14 | 13 | 8 | | 11 | 11 | 90 | 146 | 24 | | 14 | |
| | '56 | 66 | 20 | 1 | 166 | 26 | 131 | 7 | 49 | 162 | 9 | 7 | 143 | 150 | 72 | 11 | 13 | 4 | 31 | 53 | 216 | 252 | 47 | | 50 | 4 |
| | '55 | 15 | 22 | | 172 | 85 | 71 | 8 | 30 | 146 | 16 | | 132 | 82 | 54 | 35 | 19 | 10 | 34 | 49 | 186 | 265 | 61 | 6 | 60 | 10 |
| | '54 | 12 | 9 | | 113 | 50 | 82 | 6 | 34 | 110 | 14 | 4 | 83 | 48 | 37 | 5 | 39 | 28 | 17 | 41 | 135 | 255 | 50 | 4 | 11 | 2 |
| | '53 | 38 | 6 | | 135 | 40 | 96 | 6 | 33 | 65 | 20 | 1 | 119 | 140 | 54 | 45 | 26 | 48 | 18 | 24 | 147 | 310 | 60 | | 55 | 4 |
| | '52 | 21 | 8 | | 189 | 41 | 81 | 5 | 34 | 79 | 32 | 5 | 87 | 69 | 24 | 34 | 18 | 4 | 6 | 91 | 152 | 213 | 54 | | 110 | 7 |
| | '51 | 49 | 15 | 1 | 354 | 47 | 108 | 5 | 45 | 68 | 15 | 2 | 264 | 76 | 37 | 39 | 27 | 4 | 6 | 96 | 162 | 309 | 48 | | 111 | 4 |
| | '50 | 52 | 18 | | 464 | 48 | 144 | 9 | 68 | 91 | 13 | 11 | 257 | 112 | 77 | 33 | 49 | 1 | 7 | 88 | 163 | 332 | 100 | 1 | 121 | 4 |
| | '49 | 14 | 22 | | 385 | 10 | 85 | 7 | 63 | 60 | 16 | 2 | 222 | 117 | 37 | 26 | 31 | 6 | 4 | 63 | 162 | 241 | 50 | | 96 | 10 |
| | '48 | 31 | 22 | 1 | 432 | 36 | 139 | 20 | 70 | 73 | 4 | 11 | 311 | 158 | 62 | 21 | 39 | 7 | 39 | 53 | 439 | 275 | 92 | 1 | 122 | 14 |
| | '47 | 16 | 20 | | 323 | 24 | 124 | 38 | 108 | 42 | 1 | 13 | 427 | 139 | 69 | 15 | 16 | 4 | 28 | 85 | 310 | 296 | 80 | | 166 | 11 |
| | '46 | 10 | 10 | 1 | 292 | 14 | 96 | 15 | 39 | 28 | 10 | 7 | 301 | 125 | 36 | 13 | 17 | 1 | 37 | 67 | 340 | 155 | 59 | | 167 | |
| | '45 | 11 | 5 | | 106 | 5 | 59 | 1 | 17 | 18 | | 3 | 90 | 39 | 8 | 6 | 4 | | 4 | 23 | 101 | 91 | 10 | | 15 | |
| | '44 | | | | 22 | | 2 | 2 | | 1 | 1 | | 14 | 13 | | | 4 | | | | 17 | 5 | 1 | | 1 | |
| | '43 | | | | 20 | | | | | | | | | 2 | | | | | | 5 | 3 | 2 | | | | |
| | '42 | 1 | 1 | 1 | 61 | | 9 | 3 | 16 | 37 | | | 18 | 42 | 2 | 3 | 1 | | 4 | 19 | 255 | 112 | 3 | | 2 | |
| | '41 | 1 | 4 | | 116 | | 89 | 1 | 18 | 3 | | 1 | 84 | 39 | 8 | 3 | 3 | | 16 | 19 | 255 | 112 | | | 2 | |
| | '40 | 5 | 2 | | 40 | 1 | 24 | 2 | 26 | 3 | | | 38 | 19 | 8 | | 1 | | 6 | 7 | 56 | 22 | 8 | | 5 | |
| | '39 | | 5 | | 53 | | 26 | | 16 | 3 | 1 | 2 | 27 | 17 | 6 | | 3 | | 2 | 11 | 63 | 7 | 13 | | 1 | 1 |
| | Before '39 | | 3 | | 28 | | 11 | 1 | 23 | | 1 | | 32 | 9 | 4 | 1 | 2 | | 2 | 9 | 37 | 6 | 49 | | 2 | 1 |
| | Unid.* | 1 | | | 5 | 1 | 2 | 7 | | 4 | 1 | | 5 | 1 | 5 | 2 | | 2 | | 7 | 2 | 16 | | | | |
| | Total | 354 | 194 | 5 | 3542 | 456 | 1425 | 145 | 712 | 1108 | 169 | 71 | 2695 | 1451 | 614 | 305 | 320 | 119 | 272 | 809 | 3074 | 3326 | 809 | 12 | 1111 | 72 |
| DODGE-PLYMOUTH | '57 | 312 | 450 | 448 | 3525 | 376 | 259 | 130 | 47 | 714 | 512 | 262 | 1043 | 970 | 400 | 278 | 424 | 443 | 177 | 401 | 673 | 1648 | 552 | 259 | 619 | 179 |
| | '56 | 938 | 552 | 678 | 7141 | 665 | 692 | 171 | 139 | 1519 | 1164 | 496 | 2185 | 1654 | 729 | 523 | 657 | 872 | 392 | 727 | 1260 | 2743 | 850 | 568 | 1064 | 452 |
| | '55 | 1202 | 649 | 768 | 7264 | 791 | 605 | 204 | 150 | 1515 | 1543 | 564 | 2858 | 1842 | 1066 | 682 | 908 | 1070 | 329 | 773 | 1155 | 2666 | 1059 | 729 | 1269 | 474 |
| | '54 | 994 | 494 | 612 | 6863 | 529 | 568 | 146 | 99 | 1256 | 1281 | 378 | 2132 | 1579 | 1063 | 598 | 745 | 858 | 243 | 840 | 1047 | 2162 | 933 | 623 | 876 | 329 |
| | '53 | 1598 | 673 | 1043 | 8650 | 934 | 904 | 294 | 189 | 2369 | 1989 | 728 | 3900 | 2599 | 1367 | 1164 | 1343 | 1462 | 490 | 1153 | 1387 | 3461 | 1490 | 1001 | 1855 | 545 |
| | '52 | 2098 | 795 | 1302 | 9274 | 1106 | 919 | 284 | 290 | 2527 | 2389 | 686 | 3857 | 2771 | 1508 | 1672 | 1483 | 1542 | 541 | 1228 | 1776 | 3153 | 1822 | 1602 | 2523 | 563 |
| | '51 | 1422 | 632 | 1040 | 7370 | 1050 | 702 | 210 | 177 | 2299 | 1900 | 573 | 4135 | 2649 | 1496 | 1271 | 1280 | 1064 | 342 | 1227 | 1198 | 2885 | 1775 | 999 | 2351 | 465 |
| | '50 | 2265 | 696 | 1454 | 7347 | 1342 | 1034 | 246 | 205 | 2728 | 2839 | 555 | 5014 | 2832 | 2386 | 1627 | 1805 | 1789 | 568 | 1197 | 2153 | 3393 | 1968 | 1755 | 3210 | 606 |
| | '49 | 1824 | 652 | 1234 | 6407 | 1439 | 882 | 247 | 214 | 2171 | 2062 | 797 | 4496 | 3184 | 2364 | 2231 | 1839 | 1377 | 540 | 1442 | 1764 | 2385 | 2152 | 1388 | 3033 | 722 |
| | '48 | 1268 | 683 | 825 | 8706 | 1417 | 795 | 260 | 193 | 1655 | 1497 | 725 | 3826 | 2643 | 2062 | 2065 | 1544 | 1043 | 471 | 1195 | 1511 | 2948 | 2302 | 929 | 2641 | 736 |
| | '47 | 1096 | 547 | 609 | 6941 | 1145 | 926 | 239 | 147 | 1415 | 1243 | 674 | 3180 | 2553 | 1768 | 1856 | 1495 | 762 | 661 | 1086 | 1733 | 2192 | 1936 | 669 | 2065 | 741 |
| | '46 | 1190 | 405 | 570 | 5672 | 1002 | 964 | 178 | 90 | 1282 | 1322 | 529 | 2768 | 2487 | 1566 | 1446 | 1470 | 693 | 539 | 844 | 1284 | 1935 | 2130 | 719 | 1808 | 591 |
| | '45 | 52 | 91 | 70 | 1194 | 147 | 145 | 34 | 17 | 171 | 77 | 104 | 319 | 387 | 217 | 296 | 208 | 86 | 90 | 146 | 146 | 249 | 282 | 39 | 300 | 127 |
| | '44 | 20 | 22 | 23 | 439 | 57 | 41 | 8 | 2 | 41 | 38 | 47 | 65 | 81 | 52 | 89 | 40 | 16 | 37 | 45 | 47 | 72 | 93 | 22 | 49 | 46 |
| | '43 | 5 | 16 | 6 | 299 | 47 | 12 | 3 | | 20 | 13 | 15 | 19 | 8 | 4 | 20 | 17 | 13 | 13 | 28 | 13 | 20 | 25 | 8 | 13 | 14 |
| | '42 | 197 | 215 | 136 | 2243 | 388 | 135 | 25 | 12 | 354 | 232 | 243 | 361 | 383 | 245 | 348 | 257 | 167 | 135 | 34 | 230 | 246 | 404 | 149 | 235 | 159 |
| | '41 | 224 | 297 | 148 | 4300 | 685 | 508 | 42 | 42 | 578 | 333 | 447 | 784 | 1016 | 570 | 763 | 476 | 155 | 255 | 423 | 611 | 646 | 868 | 162 | 642 | 358 |
| | '40 | 151 | 134 | 83 | 2461 | 409 | 325 | 24 | 19 | 282 | 200 | 249 | 616 | 743 | 426 | 458 | 306 | 111 | 126 | 273 | 303 | 454 | 618 | 106 | 443 | 192 |
| | '39 | 71 | 134 | 61 | 1872 | 382 | 284 | 19 | 12 | 186 | 112 | 221 | 442 | 625 | 404 | 399 | 260 | 68 | 94 | 237 | 243 | 333 | 487 | 49 | 296 | 197 |
| | Before '39 | 146 | 308 | 89 | 6209 | 856 | 593 | 21 | 16 | 379 | 190 | 472 | 752 | 1301 | 573 | 992 | 483 | 108 | 238 | 255 | 406 | 661 | 1299 | 100 | 503 | 349 |
| | Unid.* | 27 | 11 | 281 | 112 | 13 | 4 | 59 | 73 | 152 | 106 | 62 | 72 | 80 | 38 | 30 | 27 | 61 | 8 | 193 | 56 | 151 | 10 | 71 | 2 | 59 |
| | Total | 17102 | 8458 | 11480 | 102289 | 14777 | 11298 | 2844 | 2135 | 23613 | 21042 | 8827 | 42824 | 32387 | 20304 | 18828 | 17067 | 13760 | 6289 | 13547 | 18996 | 34403 | 23053 | 11947 | 25817 | 7904 |
| FEDERAL | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | | | | 2 | | | | | | 1 | | 1 | 1 | | | | 1 | 2 | | 4 | | 1 | | | |
| | '55 | | | | 3 | | | | | | | | | 2 | 2 | | | | | | 1 | 5 | 1 | | | |
| | '54 | 1 | | | 4 | | | | | | | | 2 | 2 | 1 | | | | | | 3 | 1 | 2 | | 1 | |
| | '53 | 4 | | | 3 | 2 | 31 | 4 | 2 | 5 | | 1 | 4 | 6 | 3 | | 1 | 1 | | 5 | 6 | 8 | 15 | | | |
| | '52 | 3 | 1 | | 9 | 4 | 33 | | 1 | 2 | 4 | 5 | 4 | 17 | 3 | 1 | 4 | 1 | | 24 | 18 | 16 | 17 | | 1 | 1 |
| | '51 | 3 | 3 | 3 | 26 | 7 | 55 | | 7 | 9 | 2 | 8 | 33 | 15 | 5 | 5 | 8 | 4 | 10 | 36 | 25 | 21 | 2 | 2 | 1 | 4 |
| | '50 | 1 | 2 | | 22 | 4 | 64 | | 2 | 1 | 22 | 1 | 19 | 12 | 3 | 5 | 4 | | 12 | 33 | 39 | 10 | 5 | 1 | 1 | 2 |
| | '49 | 3 | 1 | 3 | 25 | 18 | 28 | | 5 | 12 | 4 | 5 | 19 | 19 | 7 | 12 | 8 | 5 | 3 | 26 | 15 | 9 | 19 | 8 | 3 | 4 |
| | '48 | 6 | 4 | 5 | 31 | 53 | 58 | 2 | 4 | 21 | 8 | 20 | 74 | 28 | 13 | 48 | 27 | 3 | 14 | 23 | 33 | 36 | 76 | 5 | 22 | 34 |
| | '47 | 9 | 5 | 6 | 71 | 34 | 94 | 1 | 5 | 32 | 13 | 20 | 83 | 35 | 21 | 55 | 46 | 6 | 41 | 46 | 51 | 68 | 109 | 2 | 49 | 18 |
| | '46 | 12 | 6 | 9 | 99 | 9 | 56 | 1 | 1 | 39 | 11 | 10 | 35 | 21 | 8 | 18 | 20 | 8 | 13 | 18 | 33 | 34 | 41 | 10 | 32 | 1 |
| | '45 | 1 | 5 | 3 | 44 | 10 | 26 | | 3 | 5 | 2 | 2 | 18 | 11 | 6 | 8 | 17 | 1 | 2 | 8 | 13 | 7 | 19 | 1 | 10 | 2 |
| | '44 | 1 | 4 | 1 | 37 | 7 | 8 | | | 4 | 6 | 1 | 7 | 3 | 2 | 2 | 3 | 1 | 1 | 2 | 9 | 2 | 16 | 1 | 8 | 3 |
| | '43 | 6 | 4 | 1 | 31 | 3 | 1 | 3 | | 8 | 2 | 2 | 3 | 2 | | | 2 | 2 | | 4 | 3 | | 5 | 1 | | 3 |
| | '42 | | 1 | 1 | 20 | 8 | 5 | 1 | 1 | 13 | 7 | 2 | 4 | 3 | 5 | 3 | 7 | 4 | | 2 | 7 | 3 | 7 | | 7 | 1 |
| | '41 | 2 | | | 10 | | 12 | | | 3 | 2 | 1 | 6 | 4 | 4 | 2 | 4 | 1 | | 13 | 9 | 3 | 8 | | 1 | 1 |
| | '40 | | | 2 | 18 | | 9 | | | 4 | 2 | 1 | 5 | | 1 | | 1 | 3 | 1 | 1 | 6 | 1 | 2 | 3 | 1 | 1 |
| | '39 | | | 1 | 8 | | 10 | | | | | | 11 | 3 | | | 1 | 1 | 2 | 2 | 4 | 2 | 5 | | 1 | 2 |
| | Before '39 | 4 | | 2 | 55 | 5 | 15 | | | 9 | | 2 | 27 | 8 | 1 | 4 | 4 | 1 | 1 | 4 | 17 | 5 | 30 | 2 | 12 | 4 |
| | Unid.* | 2 | | 3 | | | 2 | 2 | 1 | 1 | 3 | | 1 | 1 | 1 | 1 | | | | 27 | 2 | 4 | | | | 1 |
| | Total | 58 | 36 | 40 | 518 | 164 | 513 | 12 | 33 | 170 | 88 | 84 | 362 | 201 | 90 | 164 | 161 | 46 | 105 | 288 | 318 | 282 | 384 | 38 | 151 | 82 |
| FORD | '57 | 1836 | 2043 | 2330 | 13824 | 1578 | 1036 | 252 | 333 | 3327 | 2636 | 657 | 3674 | 3988 | 1976 | 1649 | 1889 | 2273 | 520 | 1062 | 2472 | 4932 | 2385 | 1323 | 2436 | 666 |
| | '56 | 6854 | 3134 | 5831 | 38952 | 3782 | 2208 | 729 | 822 | 11219 | 10195 | 2002 | 13531 | 9044 | 5377 | 5301 | 5310 | 6698 | 1947 | 3870 | 6047 | 13041 | 6462 | 5996 | 8112 | 2273 |
| | '55 | 5445 | 2272 | 4741 | 24446 | 3265 | 1883 | 515 | 619 | 8056 | 7799 | 1541 | 11404 | 7979 | 5479 | 4895 | 4537 | 6329 | 1324 | 2642 | 4740 | 11239 | 5310 | 5188 | 6845 | 1882 |
| | '54 | 4186 | 1785 | 3911 | 16861 | 2369 | 1498 | 440 | 500 | 6260 | 5970 | 1144 | 8424 | 6391 | 4906 | 4251 | 3598 | 5153 | 1043 | 2670 | 3807 | 8798 | 4584 | 4330 | 5189 | 1561 |
| | '53 | 5277 | 1861 | 4315 | 17765 | 3122 | 1748 | 537 | 438 | 6363 | 6721 | 1556 | 10309 | 7801 | 5433 | 4710 | 5143 | 5354 | 1259 | 2636 | 3861 | 10510 | 5240 | 4534 | 6209 | 1793 |
| | '52 | 3654 | 1687 | 3312 | 12196 | 2969 | 1404 | 483 | 433 | 4450 | 5153 | 1408 | 7914 | 5166 | 3852 | 4146 | 3558 | 4070 | 1185 | 1904 | 3067 | 7196 | 4137 | 3856 | 4832 | 1567 |
| | '51 | 5156 | 2044 | 4071 | 16062 | 3796 | 1798 | 662 | 536 | 5910 | 7068 | 1741 | 8982 | 6894 | 5572 | 5245 | 4703 | 5274 | 1397 | 2250 | 3773 | 9157 | 5630 | 4575 | 6233 | 2053 |
| | '50 | 6659 | 2054 | 4869 | 16743 | 4061 | 2006 | 602 | 534 | 6758 | 9049 | 1871 | 11004 | 8665 | 7670 | 6226 | 5964 | 6098 | 1184 | 2671 | 3750 | 10497 | 6982 | 5440 | 8143 | 2072 |
| | '49 | 3695 | 1367 | 3529 | 10398 | 2481 | 1217 | 475 | 316 | 3742 | 5093 | 1325 | 6868 | 5329 | 4333 | 4284 | 3841 | 4340 | 1031 | 1889 | 2913 | 5096 | 4294 | 3681 | 5125 | 1455 |
| | '48 | 2653 | 1389 | 2544 | 12550 | 3185 | 1698 | 471 | 398 | 3562 | 3323 | 1457 | 7245 | 5299 | 4295 | 5081 | 3756 | 2763 | 1402 | 2106 | 3799 | 5764 | 5089 | 2290 | 5374 | 1694 |
| | '47 | 1720 | 816 | 1459 | 9424 | 2226 | 1095 | 313 | 214 | 2278 | 2639 | 1067 | 4290 | 3694 | 2842 | 3880 | 2424 | 1579 | 1109 | 1421 | 2570 | 3175 | 3561 | 1505 | 3465 | 1018 |
| | '46 | 2427 | 737 | 1718 | 7386 | 1896 | 929 | 268 | 142 | 2534 | 3726 | 892 | 3691 | 2850 | 2542 | 2962 | 2155 | 1881 | 825 | 847 | 2021 | 3061 | 2911 | 2279 | 2847 | 864 |
| | '45 | 118 | 189 | 217 | 1891 | 358 | 248 | 41 | 41 | 427 | 305 | 163 | 705 | 1044 | 550 | 687 | 525 | 288 | 241 | 269 | 438 | 748 | 794 | 143 | 500 | 197 |
| | '44 | 46 | 81 | 90 | 655 | 154 | 62 | 13 | 12 | 156 | 148 | 85 | 178 | 258 | 163 | 251 | 132 | 112 | 117 | 57 | 155 | 185 | 324 | 75 | 167 | 90 |
| | '43 | 16 | 95 | 35 | 1081 | 84 | 12 | 9 | 1 | 219 | 92 | 92 | 45 | 77 | 21 | 107 | 65 | 24 | 16 | 100 | 51 | 37 | 30 | 17 | 53 | 35 |
| | '42 | 483 | 313 | 307 | 2903 | 651 | 267 | 56 | 46 | 664 | 934 | 316 | 566 | 673 | 480 | 940 | 422 | 444 | 244 | 188 | 488 | 541 | 929 | 421 | 491 | 399 |
| | '41 | 567 | 482 | 502 | 6695 | 1146 | 708 | 62 | 48 | 950 | 1009 | 641 | 1393 | 1419 | 1482 | 2186 | 780 | 572 | 396 | 611 | 1026 | 1363 | 2465 | 449 | 1192 | 640 |
| | '40 | 502 | 245 | 303 | 4251 | 799 | 523 | 47 | 30 | 713 | 926 | 478 | 989 | 1030 | 1074 | 1309 | 491 | 427 | 290 | 305 | 597 | 944 | 1750 | 465 | 800 | 478 |
| | '39 | 214 | 194 | 176 | 2963 | 612 | 316 | 23 | 16 | 379 | 424 | 321 | 610 | 748 | 792 | 856 | 361 | 216 | 223 | 232 | 476 | 564 | 1162 | 258 | 515 | 312 |
| | Before '39 | 503 | 1163 | 457 | 21487 | 3120 | 2115 | 119 | 52 | 2218 | 1312 | 1323 | 1832 | 3251 | 1948 | 4691 | 1263 | 662 | 1097 | 576 | 1778 | 2860 | 6339 | 525 | 1992 | 1523 |
| | Unid.* | 71 | 21 | 1109 | 225 | 17 | 11 | 175 | 144 | 425 | 441 | 110 | 200 | 242 | 67 | 108 | 84 | 196 | 10 | 346 | 120 | 495 | 64 | 209 | 13 | 34 |
| | Total | 52062 | 23872 | 45826 | 238560 | 41673 | 22782 | 6292 | 5675 | 70610 | 74983 | 20190 | 103934 | 81842 | 60854 | 63765 | 51001 | 56753 | 16960 | 28672 | 47949 | 100201 | 70442 | 47359 | 70533 | 22609 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Trucks in Use by Makes, by Model Year, see page 120*

# AND MODEL YEAR—*continued*

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N. D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DIVCO | '57 | 10 | | 3 | 82 | 2 | 178 | 16 | 2 | 173 | 8 | 13 | 107 | 5 | 3 | 3 | 7 | 15 | | 4 | 9 | 39 | 14 | 80 | | 1507 |
| | '56 | 56 | 3 | 18 | 238 | | 322 | 29 | 2 | 335 | 17 | 26 | 199 | 35 | | | 5 | 25 | 9 | 6 | 33 | 40 | 13 | 70 | | 3171 |
| | '55 | 34 | | 15 | 230 | | 338 | 24 | 5 | 423 | 22 | 22 | 211 | 16 | | 3 | 12 | 29 | | 4 | 57 | 31 | 27 | 153 | 2 | 3226 |
| | '54 | 24 | | 12 | 200 | | 249 | 19 | 1 | 207 | 28 | 16 | 360 | 21 | 3 | 3 | 9 | 91 | | 2 | 37 | 30 | 14 | 94 | | 2609 |
| | '53 | 19 | 1 | 14 | 150 | 1 | 321 | 53 | 2 | 208 | 18 | 26 | 129 | 19 | 4 | 5 | 18 | 34 | 3 | 7 | 55 | 17 | 34 | 74 | | 2702 |
| | '52 | 14 | | 10 | 143 | 2 | 293 | 44 | 2 | 203 | 38 | 25 | 359 | 14 | 10 | 3 | 13 | 90 | 9 | 2 | 52 | 16 | 22 | 61 | 2 | 2791 |
| | '51 | 21 | | 13 | 223 | 1 | 425 | 73 | 5 | 354 | 46 | 48 | 407 | 27 | 6 | 2 | 39 | 111 | 27 | 3 | 105 | 41 | 33 | 74 | 2 | 3978 |
| | '50 | 14 | | 13 | 240 | 4 | 350 | 49 | 3 | 446 | 43 | 40 | 321 | 50 | 13 | 7 | 44 | 127 | 9 | 3 | 77 | 76 | 41 | 111 | 4 | 4348 |
| | '49 | 3 | 5 | 9 | 206 | 4 | 364 | 42 | 2 | 330 | 31 | 22 | 196 | 34 | 9 | 7 | 16 | 107 | 6 | 7 | 47 | 48 | 26 | 120 | | 3370 |
| | '48 | 5 | 2 | 36 | 337 | 1 | 677 | 48 | 2 | 393 | 37 | 28 | 449 | 79 | | 5 | 33 | 114 | 13 | 5 | 80 | 124 | 33 | 137 | 3 | 5113 |
| | '47 | 8 | 3 | 22 | 370 | | 451 | 27 | 7 | 290 | 17 | 35 | 605 | 75 | | 2 | 18 | 88 | 23 | 4 | 69 | 79 | 40 | 156 | 5 | 4749 |
| | '46 | 2 | 3 | 10 | 175 | 2 | 189 | 36 | 10 | 187 | 17 | 41 | 254 | 82 | 1 | 7 | 37 | 25 | 28 | 1 | 64 | 64 | 45 | 116 | 1 | 3237 |
| | '45 | 2 | 2 | 9 | 87 | | 83 | 3 | 1 | 76 | 2 | 13 | 137 | 26 | | 2 | 4 | 18 | 6 | | 21 | 23 | 13 | 15 | | 1159 |
| | '44 | 1 | | 2 | 4 | | 2 | | | 6 | 1 | 10 | 56 | 1 | | | 1 | | | | 13 | 2 | 1 | | | 183 |
| | '43 | | | | 12 | | 9 | | | 1 | | 1 | 12 | | | | | 1 | | | 6 | | | | | 74 |
| | '42 | 1 | | 1 | 28 | | 10 | 9 | | 23 | 6 | 12 | 16 | 11 | | | 4 | 2 | 1 | | 19 | 6 | 5 | 8 | | 427 |
| | '41 | 3 | | 12 | 93 | | 76 | 11 | | 105 | 2 | 22 | 132 | 28 | | 2 | 11 | 3 | 2 | | 22 | 30 | 18 | 9 | | 1357 |
| | '40 | | | 2 | 154 | | 161 | 7 | | 34 | | 6 | 51 | 22 | | | 11 | 2 | | | 12 | 3 | 10 | 14 | | 762 |
| | '39 | | | | 92 | | 57 | 13 | | 33 | | 4 | 68 | 12 | | | 8 | | 2 | | 5 | 9 | 3 | 17 | | 580 |
| | Before '39 | 2 | | 1 | 44 | | 81 | 12 | 2 | 36 | | 1 | 37 | 4 | | | 15 | 2 | 3 | | 2 | 7 | 2 | 9 | | 481 |
| | Unid.* | | | | 5 | | 12 | | | 1 | 1 | 2 | 6 | 5 | 1 | | 1 | 3 | | | | 1 | | 1 | | 100 |
| | Total | 219 | 19 | 202 | 3113 | 17 | 4648 | 515 | 46 | 3864 | 334 | 413 | 4112 | 566 | 50 | 51 | 306 | 887 | 141 | 48 | 785 | 686 | 394 | 1319 | 19 | 45924 |
| DODGE-PLYMOUTH | '57 | 177 | 61 | 131 | 1208 | 165 | 1930 | 474 | 147 | 1570 | 248 | 310 | 2643 | 89 | 261 | 115 | 433 | 1332 | 114 | 83 | 488 | 472 | 324 | 550 | 119 | 28545 |
| | '56 | 368 | 208 | 213 | 2334 | 416 | 4007 | 1216 | 305 | 2900 | 632 | 760 | 4168 | 195 | 562 | 175 | 949 | 2493 | 437 | 136 | 1065 | 1077 | 916 | 1026 | 242 | 55631 |
| | '55 | 554 | 213 | 238 | 2116 | 421 | 4184 | 1380 | 341 | 2784 | 932 | 869 | 4078 | 184 | 730 | 279 | 1038 | 3789 | 463 | 141 | 1140 | 1348 | 901 | 1009 | 265 | 61550 |
| | '54 | 477 | 166 | 254 | 1730 | 292 | 3650 | 1082 | 253 | 2644 | 801 | 608 | 6848 | 180 | 946 | 273 | 954 | 2509 | 265 | 120 | 1122 | 1025 | 728 | 897 | 198 | 53270 |
| | '53 | 592 | 308 | 260 | 2241 | 442 | 5480 | 2028 | 406 | 4200 | 1165 | 1197 | 3857 | 296 | 1025 | 404 | 1662 | 5033 | 361 | 259 | 1398 | 1794 | 1190 | 1577 | 257 | 90020 |
| | '52 | 782 | 316 | 286 | 2294 | 549 | 4734 | 2352 | 593 | 4095 | 1887 | 1379 | 5543 | 331 | 1412 | 581 | 1951 | 6217 | 335 | 293 | 2113 | 1949 | 1312 | 1690 | 295 | 91010 |
| | '51 | 887 | 218 | 216 | 2230 | 383 | 4490 | 2139 | 537 | 3760 | 1552 | 1384 | 6782 | 254 | 956 | 567 | 1670 | 5282 | 335 | 175 | 1680 | 1775 | 1205 | 1591 | 309 | 81089 |
| | '50 | 926 | 204 | 378 | 2448 | 503 | 5363 | 2317 | 619 | 4035 | 2147 | 1328 | 4483 | 471 | 1263 | 611 | 2796 | 6440 | 353 | 292 | 1940 | 1834 | 1529 | 2056 | 396 | 95745 |
| | '49 | 1262 | 219 | 312 | 2372 | 631 | 4983 | 2602 | 714 | 4093 | 2411 | 1462 | 4744 | 349 | 1218 | 694 | 2039 | 6975 | 487 | 249 | 2251 | 1899 | 1626 | 1982 | 440 | 92860 |
| | '48 | 1249 | 252 | 295 | 2159 | 404 | 4910 | 2420 | 966 | 3939 | 1789 | 1609 | 4947 | 309 | 913 | 907 | 1350 | 4716 | 461 | 193 | 1733 | 2017 | 1335 | 2034 | 402 | 85269 |
| | '47 | 1216 | 225 | 385 | 1804 | 360 | 3831 | 2175 | 905 | 3432 | 1913 | 1382 | 4515 | 317 | 845 | 877 | 1210 | 3930 | 410 | 302 | 1673 | 1651 | 1309 | 1712 | 333 | 74591 |
| | '46 | 915 | 213 | 368 | 1488 | 299 | 3167 | 1724 | 765 | 3052 | 1564 | 1218 | 2825 | 307 | 811 | 718 | 1148 | 3254 | 321 | 216 | 1243 | 1756 | 1033 | 1652 | 271 | 63611 |
| | '45 | 178 | 42 | 47 | 205 | 46 | 470 | 210 | 194 | 439 | 358 | 195 | 852 | 35 | 91 | 135 | 87 | 562 | 32 | 28 | 247 | 278 | 137 | 233 | 39 | 10134 |
| | '44 | 48 | 17 | 14 | 47 | 9 | 141 | 44 | 81 | 84 | 98 | 66 | 373 | 13 | 21 | 38 | 24 | 107 | 27 | 8 | 58 | 130 | 36 | 61 | 20 | 3057 |
| | '43 | 10 | 9 | 10 | 12 | 15 | 53 | 5 | 15 | 25 | 32 | 54 | 63 | | 3 | 3 | 15 | 42 | 10 | 1 | 6 | 123 | 7 | 9 | 13 | 1186 |
| | '42 | 232 | 94 | 71 | 200 | 96 | 421 | 354 | 306 | 439 | 409 | 597 | 175 | 54 | 210 | 167 | 242 | 893 | 159 | 54 | 257 | 1082 | 185 | 344 | 89 | 14660 |
| | '41 | 374 | 187 | 179 | 505 | 154 | 875 | 652 | 407 | 986 | 620 | 989 | 1300 | 125 | 354 | 283 | 275 | 1191 | 228 | 109 | 702 | 1384 | 376 | 754 | 185 | 28526 |
| | '40 | 193 | 96 | 137 | 337 | 87 | 534 | 650 | 309 | 710 | 323 | 503 | 812 | 75 | 185 | 184 | 142 | 556 | 116 | 58 | 426 | 777 | 207 | 566 | 70 | 17567 |
| | '39 | 201 | 57 | 100 | 282 | 20 | 361 | 345 | 217 | 536 | 262 | 363 | 962 | 68 | 101 | 172 | 107 | 395 | 111 | 46 | 263 | 601 | 183 | 492 | 87 | 13820 |
| | Before '39 | 457 | 222 | 253 | 546 | 126 | 671 | 414 | 478 | 1129 | 472 | 1070 | 1510 | 112 | 189 | 300 | 194 | 668 | 216 | 75 | 400 | 1976 | 239 | 1216 | 174 | 30410 |
| | Unid.* | 9 | 8 | 6 | 37 | 3 | 293 | 2 | 1 | 45 | 62 | 343 | 39 | 37 | 8 | 9 | 75 | 82 | 9 | | 38 | 41 | 3 | 7 | | 2915 |
| | Total | 11117 | 3337 | 4154 | 26590 | 5421 | 54548 | 24585 | 8559 | 44897 | 19677 | 17688 | 61519 | 3801 | 12104 | 7492 | 18361 | 56466 | 5250 | 2838 | 20443 | 25187 | 14781 | 21458 | 4204 | 985466 |
| FEDERAL | '57 | | | 1 | | | 6 | | | | | | 4 | | | | | 1 | | | | | | | | 23 |
| | '56 | | | | | | 5 | 1 | | 3 | | | 12 | | | | | 1 | | 1 | | 2 | 1 | 3 | 1 | 43 |
| | '55 | | | | 1 | | 14 | | | 2 | | | 4 | | | | 7 | 1 | | 2 | | | | | | 46 |
| | '54 | | | | 26 | 1 | 40 | | | 14 | 2 | 4 | 70 | 2 | | | | 3 | | 2 | 2 | 1 | 6 | 6 | | 246 |
| | '53 | | | | 54 | | 116 | 4 | | 56 | | 2 | 80 | 1 | | | 6 | 6 | | 6 | | 4 | 15 | 15 | | 526 |
| | '52 | | | 1 | 40 | | 99 | 5 | | 67 | | 2 | 104 | 1 | 3 | 1 | 12 | 12 | 6 | 1 | 16 | 2 | 28 | 6 | | 563 |
| | '51 | 3 | 2 | 2 | 76 | | 83 | 7 | 2 | 38 | 3 | 9 | 76 | | | 3 | 8 | 9 | 8 | 6 | 8 | 2 | 26 | 14 | | 677 |
| | '50 | | 2 | 3 | 47 | | 180 | 7 | 1 | 71 | 2 | 6 | 54 | | | | 8 | 10 | 1 | | 14 | 3 | 10 | 15 | | 702 |
| | '49 | 1 | | 8 | 35 | 1 | 84 | 27 | 10 | 54 | | 6 | 31 | 1 | 1 | 3 | 10 | 4 | 2 | 1 | 4 | 12 | 10 | 7 | | 572 |
| | '48 | 26 | 3 | 5 | 58 | 3 | 259 | 11 | 69 | 70 | 11 | 39 | 88 | 1 | 3 | 21 | 21 | 17 | 14 | 7 | 15 | 16 | 45 | 35 | 1 | 1486 |
| | '47 | 34 | 3 | 6 | 69 | 5 | 197 | 36 | 40 | 128 | 26 | 48 | 110 | 3 | 7 | 31 | 22 | 26 | 11 | 7 | 51 | 16 | 37 | 39 | 4 | 1878 |
| | '46 | 14 | 2 | 13 | 74 | 7 | 144 | 11 | 7 | 50 | 7 | 51 | 54 | 3 | 3 | 3 | 21 | 25 | 5 | 8 | 26 | 12 | 17 | 18 | 1 | 1120 |
| | '45 | 8 | 3 | 2 | 34 | | 78 | 5 | | 22 | 7 | 29 | 22 | 1 | 3 | 1 | 3 | 10 | 6 | 1 | 12 | 8 | 10 | 12 | | 501 |
| | '44 | 2 | 1 | | 10 | 3 | 35 | 8 | | 15 | 6 | 17 | 6 | | 1 | 1 | 3 | 3 | 3 | | 3 | 4 | 5 | 7 | 1 | 259 |
| | '43 | 4 | 1 | | 8 | 1 | 12 | 1 | 1 | 3 | 1 | 2 | | | 1 | 1 | | 4 | 2 | | 2 | 17 | 1 | 2 | | 149 |
| | '42 | 1 | | 1 | 8 | 1 | 17 | 2 | 2 | 2 | 6 | 14 | | | 2 | 1 | 4 | 8 | 3 | | 5 | 13 | 3 | 7 | 1 | 214 |
| | '41 | | 1 | 3 | 11 | | 19 | | 2 | 3 | | 9 | 14 | | 1 | | 5 | | | | 5 | 5 | 3 | 2 | | 169 |
| | '40 | | | | 7 | 3 | 10 | | 1 | 3 | 1 | 4 | 7 | 4 | 1 | 1 | 3 | | | | 1 | 4 | 2 | 2 | | 116 |
| | '39 | | | 6 | 8 | | 4 | | | 1 | 1 | 5 | 7 | 1 | | | 1 | | | | | 4 | 1 | 2 | | 94 |
| | Before '39 | 1 | | 8 | 20 | 9 | 32 | 1 | 3 | 10 | 5 | 27 | 18 | 8 | 1 | 1 | 3 | 2 | | 1 | 2 | 13 | 1 | 11 | | 389 |
| | Unid.* | | | | 2 | | 5 | | | 1 | 1 | 3 | 1 | 1 | | | | | | | | 2 | 1 | 1 | | 69 |
| | Total | 94 | 18 | 59 | 588 | 34 | 1439 | 124 | 138 | 611 | 79 | 277 | 762 | 26 | 28 | 69 | 142 | 142 | 61 | 43 | 165 | 140 | 222 | 204 | 9 | 9842 |
| FORD | '57 | 853 | 184 | 505 | 2377 | 1035 | 2770 | 2217 | 670 | 5430 | 2140 | 1149 | 4041 | 244 | 1419 | 474 | 1934 | 8988 | 319 | 224 | 1862 | 1435 | 706 | 2607 | 601 | 105101 |
| | '56 | 2846 | 894 | 812 | 7413 | 2215 | 14218 | 8748 | 1686 | 14699 | 5633 | 4249 | 15672 | 988 | 4650 | 1133 | 5705 | 27637 | 1513 | 778 | 5534 | 4776 | 4251 | 5902 | 1225 | 323914 |
| | '55 | 2896 | 776 | 780 | 5730 | 1754 | 10486 | 7194 | 1356 | 11429 | 6212 | 3062 | 10656 | 745 | 3478 | 1441 | 5079 | 23463 | 1219 | 523 | 5391 | 3833 | 2987 | 4752 | 1004 | 256621 |
| | '54 | 2949 | 552 | 602 | 4817 | 1175 | 8454 | 5119 | 1304 | 8998 | 5325 | 2160 | 8509 | 604 | 2374 | 1427 | 4296 | 17128 | 845 | 463 | 4567 | 2786 | 2136 | 3893 | 784 | 200896 |
| | '53 | 3193 | 681 | 623 | 5604 | 1484 | 9374 | 6958 | 1582 | 11209 | 5555 | 2655 | 11340 | 671 | 3296 | 1267 | 5208 | 18624 | 1146 | 494 | 4673 | 3634 | 3092 | 4758 | 970 | 232596 |
| | '52 | 2796 | 464 | 559 | 4116 | 1377 | 6813 | 5184 | 1563 | 7575 | 4804 | 2230 | 8378 | 639 | 2438 | 1259 | 3838 | 15947 | 1063 | 352 | 3789 | 2847 | 2247 | 3530 | 896 | 178105 |
| | '51 | 3745 | 561 | 663 | 5100 | 1536 | 8799 | 7127 | 2076 | 9812 | 5829 | 2929 | 10390 | 806 | 3416 | 1793 | 4836 | 20524 | 1251 | 498 | 4809 | 3518 | 2888 | 4861 | 1113 | 229442 |
| | '50 | 4660 | 588 | 747 | 5266 | 1696 | 9072 | 8957 | 2407 | 11401 | 7515 | 3491 | 13670 | 772 | 3710 | 1968 | 6085 | 25758 | 1370 | 464 | 5699 | 4217 | 4025 | 6286 | 1030 | 272426 |
| | '49 | 2847 | 413 | 641 | 3376 | 871 | 6078 | 6052 | 2109 | 6158 | 4674 | 2061 | 6285 | 499 | 2479 | 1363 | 3825 | 14017 | 872 | 431 | 3755 | 2863 | 2650 | 3845 | 727 | 167108 |
| | '48 | 3166 | 426 | 741 | 3439 | 865 | 6610 | 5397 | 2597 | 7560 | 5180 | 2571 | 9146 | 621 | 2262 | 1668 | 3259 | 11923 | 1030 | 443 | 4674 | 3532 | 2866 | 4369 | 781 | 174316 |
| | '47 | 2204 | 307 | 606 | 2088 | 491 | 4231 | 3382 | 1722 | 4321 | 3456 | 1589 | 5238 | 472 | 1716 | 1279 | 1924 | 7039 | 628 | 373 | 3223 | 2891 | 1755 | 2538 | 484 | 113743 |
| | '46 | 1887 | 302 | 500 | 1920 | 436 | 3315 | 3180 | 1284 | 3091 | 3015 | 1510 | 4172 | 420 | 1841 | 814 | 2012 | 7587 | 613 | 341 | 2391 | 2634 | 1358 | 2597 | 472 | 102083 |
| | '45 | 510 | 54 | 73 | 426 | 68 | 885 | 748 | 325 | 1094 | 1021 | 277 | 547 | 91 | 257 | 256 | 167 | 1772 | 109 | 46 | 892 | 539 | 276 | 441 | 93 | 22090 |
| | '44 | 198 | 30 | 34 | 173 | 19 | 264 | 470 | 157 | 261 | 318 | 149 | 140 | 35 | 71 | 120 | 54 | 557 | 49 | 31 | 301 | 193 | 81 | 174 | 51 | 7696 |
| | '43 | 86 | 64 | 21 | 45 | 8 | 88 | 145 | 45 | 70 | 204 | 184 | 6 | 11 | 56 | 35 | 36 | 271 | 94 | 6 | 45 | 240 | 59 | 31 | 24 | 4288 |
| | '42 | 681 | 230 | 123 | 357 | 140 | 493 | 965 | 640 | 591 | 1171 | 939 | 898 | 132 | 516 | 342 | 328 | 2096 | 272 | 45 | 456 | 1106 | 285 | 650 | 172 | 27774 |
| | '41 | 1334 | 267 | 318 | 772 | 253 | 1138 | 1441 | 1235 | 1570 | 1889 | 1290 | 1713 | 264 | 781 | 687 | 582 | 3506 | 420 | 105 | 990 | 1995 | 443 | 1714 | 318 | 53809 |
| | '40 | 898 | 178 | 245 | 456 | 187 | 744 | 905 | 809 | 928 | 1254 | 786 | 1123 | 179 | 594 | 458 | 384 | 2108 | 324 | 90 | 736 | 1158 | 341 | 1221 | 223 | 36095 |
| | '39 | 654 | 133 | 219 | 317 | 52 | 399 | 550 | 574 | 562 | 904 | 582 | 756 | 146 | 366 | 351 | 205 | 1251 | 211 | 73 | 497 | 793 | 205 | 765 | 173 | 23701 |
| | Before '39 | 2993 | 821 | 1544 | 1482 | 366 | 1916 | 2047 | 2890 | 2880 | 2869 | 2978 | 3604 | 820 | 1742 | 1398 | 586 | 3723 | 913 | 324 | 1485 | 4942 | 645 | 4918 | 737 | 112829 |
| | Unid.* | 23 | 9 | 22 | 105 | 4 | 553 | 19 | 7 | 113 | 198 | 624 | 261 | 74 | 20 | 14 | 267 | 294 | 22 | | 67 | 112 | 7 | 50 | 8 | 7810 |
| | Total | 41419 | 7934 | 10388 | 55379 | 16032 | 96700 | 76803 | 27038 | 109752 | 69166 | 37485 | 116545 | 9233 | 37482 | 19547 | 50610 | 214213 | 14283 | 6104 | 55836 | 50044 | 33303 | 59902 | 11886 | 2652443 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For Summary of Trucks in Use by Makes, by Model Year, see page 120***

# TRUCKS IN USE BY MAKES, STATES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D.C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G.M.C. | '57 | 769 | 593 | 881 | 3839 | 579 | 241 | 135 | 112 | 988 | 877 | 371 | 1139 | 979 | 450 | 414 | 700 | 666 | 220 | 367 | 899 | 1156 | 560 | 435 | 1119 | 190 |
| | '56 | 2458 | 1056 | 1694 | 9499 | 1232 | 837 | 232 | 248 | 2569 | 2284 | 889 | 3158 | 2113 | 968 | 1205 | 1711 | 1899 | 601 | 766 | 1299 | 2938 | 1412 | 1621 | 2475 | 885 |
| | '55 | 1700 | 829 | 1314 | 7458 | 1140 | 544 | 278 | 296 | 1977 | 1940 | 725 | 2501 | 1710 | 895 | 1103 | 1332 | 1407 | 477 | 471 | 1115 | 2592 | 1185 | 1340 | 1832 | 728 |
| | '54 | 1137 | 606 | 1216 | 4585 | 722 | 456 | 356 | 121 | 1389 | 1519 | 482 | 1758 | 1048 | 770 | 964 | 922 | 1163 | 373 | 602 | 790 | 1538 | 914 | 1357 | 1347 | 460 |
| | '53 | 2026 | 967 | 1780 | 8252 | 1458 | 678 | 190 | 261 | 2219 | 2257 | 992 | 3066 | 2201 | 1225 | 2012 | 1643 | 1814 | 560 | 747 | 1025 | 2607 | 1548 | 2014 | 2823 | 809 |
| | '52 | 1562 | 873 | 1729 | 6417 | 1359 | 519 | 159 | 337 | 1618 | 1697 | 755 | 2351 | 1555 | 998 | 1821 | 1319 | 1603 | 571 | 681 | 757 | 1782 | 1204 | 2084 | 2182 | 906 |
| | '51 | 1881 | 859 | 1898 | 7782 | 1477 | 573 | 164 | 275 | 1698 | 2083 | 956 | 2905 | 1756 | 1348 | 1573 | 1435 | 1665 | 503 | 925 | 989 | 1995 | 1281 | 2264 | 2763 | 701 |
| | '50 | 2159 | 934 | 1803 | 7318 | 1585 | 769 | 213 | 251 | 1742 | 2049 | 1110 | 3358 | 2189 | 1530 | 1975 | 2460 | 2122 | 645 | 777 | 1038 | 2245 | 1630 | 2326 | 3228 | 819 |
| | '49 | 1438 | 418 | 1148 | 4602 | 1177 | 393 | 161 | 116 | 1051 | 1401 | 768 | 2339 | 1648 | 1346 | 1635 | 1408 | 1234 | 513 | 671 | 688 | 1334 | 1268 | 1503 | 2187 | 753 |
| | '48 | 1098 | 459 | 747 | 5627 | 1003 | 525 | 227 | 162 | 1019 | 893 | 565 | 2195 | 1920 | 1002 | 1273 | 1188 | 747 | 504 | 692 | 1011 | 1602 | 1209 | 913 | 1751 | 590 |
| | '47 | 503 | 227 | 267 | 3420 | 558 | 369 | 90 | 79 | 558 | 383 | 263 | 1297 | 1069 | 541 | 761 | 573 | 244 | 242 | 315 | 638 | 788 | 705 | 292 | 1134 | 274 |
| | '46 | 379 | 117 | 141 | 1788 | 238 | 200 | 48 | 29 | 261 | 390 | 157 | 474 | 398 | 278 | 360 | 343 | 152 | 162 | 165 | 353 | 376 | 333 | 263 | 511 | 153 |
| | '45 | 50 | 88 | 49 | 804 | 109 | 100 | 23 | 18 | 189 | 65 | 52 | 143 | 127 | 91 | 141 | 91 | 47 | 30 | 62 | 104 | 127 | 124 | 39 | 223 | 68 |
| | '44 | 21 | 17 | 28 | 333 | 46 | 27 | 21 | 6 | 98 | 25 | 28 | 61 | 60 | 35 | 54 | 39 | 19 | 26 | 12 | 73 | 41 | 83 | 22 | 77 | 33 |
| | '43 | 18 | 14 | 11 | 260 | 25 | 11 | 1 | 1 | 54 | 19 | 23 | 15 | 24 | 11 | 21 | 23 | 11 | 10 | 14 | 23 | 14 | 19 | 20 | 11 | 34 |
| | '42 | 101 | 102 | 63 | 1285 | 305 | 105 | 31 | 15 | 293 | 142 | 151 | 186 | 241 | 115 | 245 | 172 | 105 | 102 | 25 | 168 | 91 | 313 | 99 | 157 | 152 |
| | '41 | 96 | 115 | 91 | 2642 | 302 | 290 | 17 | 19 | 155 | 144 | 190 | 413 | 411 | 252 | 437 | 267 | 75 | 72 | 92 | 253 | 221 | 404 | 86 | 319 | 196 |
| | '40 | 68 | 60 | 59 | 1666 | 213 | 192 | 13 | 15 | 90 | 84 | 120 | 264 | 296 | 132 | 259 | 164 | 42 | 39 | 40 | 106 | 143 | 322 | 70 | 197 | 121 |
| | '39 | 27 | 44 | 22 | 1240 | 106 | 90 | 11 | 6 | 37 | 52 | 94 | 118 | 191 | 90 | 167 | 83 | 19 | 18 | 38 | 86 | 78 | 182 | 23 | 149 | 65 |
| | Before '39 | 44 | 74 | 40 | 2356 | 306 | 226 | 13 | 21 | 79 | 42 | 203 | 227 | 353 | 143 | 479 | 166 | 35 | 57 | 49 | 142 | 176 | 354 | 39 | 190 | 118 |
| | Unid.* | 62 | 17 | 375 | 87 | 13 | 7 | 58 | 46 | 157 | 90 | 101 | 54 | 74 | 67 | 36 | 37 | 58 | 7 | 107 | 57 | 119 | 7 | 81 | 2 | 15 |
| | Total | 17619 | 8469 | 15356 | 81260 | 13953 | 7152 | 2441 | 2434 | 18241 | 18436 | 8995 | 28022 | 20363 | 12287 | 16935 | 16076 | 15127 | 5732 | 7618 | 11414 | 21963 | 15057 | 16891 | 24677 | 7750 |
| INTERNATIONAL | '57 | 643 | 498 | 828 | 3130 | 774 | 519 | 188 | 157 | 1175 | 787 | 389 | 2510 | 2025 | 1346 | 681 | 772 | 890 | 411 | 595 | 1149 | 1049 | 1212 | 418 | 1331 | 453 |
| | '56 | 1847 | 569 | 1595 | 5745 | 1180 | 1434 | 337 | 298 | 2543 | 2432 | 854 | 5683 | 3784 | 2470 | 1648 | 1468 | 1656 | 894 | 1333 | 2148 | 2065 | 2408 | 1888 | 2764 | 1254 |
| | '55 | 1623 | 663 | 1374 | 5616 | 1359 | 1073 | 504 | 263 | 2253 | 2130 | 914 | 6061 | 4089 | 3227 | 1872 | 1509 | 1730 | 588 | 1193 | 1737 | 2148 | 2487 | 1516 | 2644 | 1029 |
| | '54 | 1453 | 483 | 998 | 3549 | 991 | 842 | 205 | 186 | 1627 | 1946 | 620 | 4853 | 3042 | 2633 | 1676 | 1109 | 1562 | 446 | 880 | 1211 | 1717 | 2291 | 1378 | 1903 | 965 |
| | '53 | 1076 | 493 | 904 | 4401 | 1103 | 773 | 243 | 220 | 1786 | 1697 | 760 | 4864 | 3272 | 2720 | 1644 | 1343 | 1391 | 406 | 1147 | 1257 | 1741 | 2390 | 1288 | 2104 | 759 |
| | '52 | 1559 | 794 | 1427 | 5653 | 1602 | 861 | 227 | 172 | 1847 | 2644 | 953 | 5181 | 2903 | 2788 | 2867 | 1668 | 1844 | 682 | 1087 | 1502 | 1749 | 2413 | 1696 | 2434 | 1152 |
| | '51 | 1386 | 556 | 1153 | 4901 | 1355 | 839 | 243 | 261 | 1698 | 1920 | 812 | 5208 | 3468 | 3162 | 2248 | 1524 | 1337 | 552 | 1085 | 1421 | 1864 | 2682 | 1359 | 2473 | 1104 |
| | '50 | 1267 | 440 | 999 | 3842 | 1121 | 757 | 198 | 218 | 1391 | 1593 | 568 | 4802 | 3002 | 2658 | 1836 | 1618 | 1206 | 560 | 965 | 1336 | 1583 | 2511 | 1143 | 2251 | 822 |
| | '49 | 1407 | 406 | 935 | 3671 | 1250 | 948 | 248 | 167 | 1223 | 1504 | 824 | 5295 | 2841 | 3088 | 2569 | 1706 | 1277 | 534 | 1148 | 1467 | 1609 | 3024 | 1038 | 2613 | 972 |
| | '48 | 1452 | 443 | 804 | 5438 | 1622 | 966 | 260 | 232 | 1385 | 1633 | 885 | 5460 | 3384 | 2870 | 2402 | 2047 | 1143 | 765 | 987 | 1707 | 1799 | 2955 | 1016 | 2769 | 1074 |
| | '47 | 1038 | 413 | 648 | 5578 | 1469 | 991 | 254 | 137 | 1184 | 1205 | 782 | 4428 | 3070 | 2439 | 2262 | 1497 | 900 | 607 | 877 | 1643 | 1550 | 2600 | 643 | 2477 | 909 |
| | '46 | 924 | 335 | 494 | 3990 | 848 | 693 | 151 | 91 | 930 | 961 | 480 | 2697 | 1974 | 1582 | 1563 | 1117 | 617 | 440 | 709 | 993 | 931 | 2148 | 567 | 1630 | 550 |
| | '45 | 127 | 170 | 103 | 1360 | 270 | 175 | 58 | 15 | 395 | 166 | 183 | 891 | 647 | 426 | 328 | 297 | 115 | 152 | 220 | 298 | 276 | 401 | 99 | 418 | 172 |
| | '44 | 63 | 129 | 56 | 862 | 141 | 45 | 26 | 20 | 121 | 70 | 82 | 320 | 161 | 155 | 204 | 122 | 55 | 68 | 85 | 143 | 78 | 206 | 42 | 169 | 95 |
| | '43 | 22 | 43 | 14 | 590 | 40 | 8 | 1 | 5 | 49 | 29 | 33 | 34 | 39 | 37 | 42 | 15 | 17 | 21 | 35 | 24 | 16 | 23 | 13 | 16 | 20 |
| | '42 | 181 | 121 | 96 | 1690 | 201 | 151 | 24 | 19 | 322 | 247 | 193 | 413 | 337 | 244 | 298 | 188 | 180 | 156 | 55 | 199 | 104 | 478 | 157 | 180 | 170 |
| | '41 | 223 | 190 | 152 | 2735 | 550 | 473 | 59 | 32 | 291 | 258 | 388 | 1423 | 1351 | 1087 | 1199 | 533 | 185 | 138 | 236 | 453 | 412 | 1332 | 146 | 837 | 451 |
| | '40 | 100 | 84 | 64 | 1691 | 336 | 307 | 21 | 9 | 138 | 144 | 241 | 672 | 728 | 628 | 644 | 300 | 99 | 80 | 125 | 166 | 245 | 1006 | 77 | 412 | 277 |
| | '39 | 80 | 67 | 36 | 1144 | 187 | 198 | 10 | 10 | 79 | 100 | 193 | 411 | 517 | 426 | 375 | 191 | 82 | 70 | 88 | 146 | 155 | 682 | 65 | 289 | 200 |
| | Before '39 | 88 | 156 | 69 | 3095 | 638 | 395 | 25 | 20 | 171 | 148 | 485 | 865 | 1002 | 839 | 1352 | 462 | 146 | 106 | 154 | 230 | 289 | 1723 | 113 | 592 | 607 |
| | Unid.* | 51 | 14 | 330 | 78 | 19 | 3 | 74 | 51 | 168 | 119 | 117 | 130 | 131 | 72 | 36 | 43 | 109 | 6 | 174 | 90 | 132 | 23 | 90 | 8 | 39 |
| | Total | 16610 | 7067 | 13079 | 68759 | 17056 | 12451 | 3356 | 2583 | 20776 | 21733 | 10756 | 62201 | 41767 | 34899 | 27746 | 19529 | 16541 | 7682 | 13178 | 19320 | 21512 | 34995 | 14752 | 30314 | 13074 |
| MACK | '57 | 179 | 14 | 59 | 113 | 95 | 139 | 59 | 24 | 291 | 116 | 24 | 196 | 191 | 35 | 14 | 58 | 64 | 33 | 168 | 200 | 124 | 28 | 26 | 76 | 21 |
| | '56 | 325 | 43 | 48 | 347 | 81 | 305 | 136 | 51 | 774 | 277 | 61 | 332 | 241 | 31 | 17 | 99 | 129 | 109 | 290 | 493 | 235 | 97 | 51 | 89 | 48 |
| | '55 | 282 | 34 | 54 | 278 | 90 | 287 | 278 | 15 | 571 | 257 | 44 | 234 | 139 | 40 | 3 | 104 | 69 | 109 | 206 | 421 | 172 | 67 | 61 | 88 | 42 |
| | '54 | 96 | 14 | 24 | 178 | 54 | 178 | 37 | 18 | 366 | 113 | 23 | 147 | 42 | 32 | 3 | 32 | 56 | 75 | 125 | 315 | 64 | 35 | 25 | 53 | 34 |
| | '53 | 101 | 30 | 12 | 224 | 82 | 173 | 27 | 30 | 301 | 118 | 21 | 150 | 83 | 33 | 11 | 30 | 50 | 78 | 151 | 256 | 77 | 43 | 22 | 77 | 26 |
| | '52 | 136 | 23 | 22 | 262 | 97 | 180 | 16 | 18 | 236 | 132 | 61 | 128 | 98 | 26 | 6 | 21 | 62 | 69 | 134 | 283 | 84 | 51 | 34 | 43 | 23 |
| | '51 | 106 | 31 | 12 | 337 | 87 | 241 | 23 | 17 | 300 | 194 | 34 | 230 | 117 | 45 | 12 | 72 | 32 | 95 | 175 | 373 | 154 | 45 | 47 | 101 | 16 |
| | '50 | 110 | 24 | 18 | 258 | 55 | 255 | 17 | 23 | 306 | 184 | 33 | 167 | 100 | 60 | 16 | 27 | 44 | 54 | 111 | 378 | 143 | 71 | 45 | 73 | 14 |
| | '49 | 61 | 13 | 13 | 119 | 22 | 200 | 12 | 21 | 182 | 63 | 15 | 141 | 43 | 38 | 6 | 34 | 42 | 47 | 99 | 287 | 95 | 59 | 27 | 43 | 5 |
| | '48 | 64 | 13 | 10 | 232 | 38 | 184 | 20 | 46 | 123 | 83 | 22 | 220 | 80 | 47 | 18 | 41 | 44 | 76 | 99 | 404 | 67 | 80 | 30 | 50 | 24 |
| | '47 | 35 | 18 | 11 | 321 | 42 | 262 | 8 | 38 | 145 | 92 | 17 | 263 | 92 | 63 | 25 | 55 | 66 | 77 | 127 | 446 | 79 | 92 | 28 | 203 | 8 |
| | '46 | 14 | 4 | 6 | 90 | 7 | 75 | 10 | 10 | 108 | 45 | 5 | 70 | 29 | 28 | 5 | 10 | 38 | 29 | 41 | 195 | 29 | 53 | 7 | 25 | 1 |
| | '45 | 11 | 10 | 2 | 81 | 24 | 59 | 10 | 4 | 58 | 30 | 3 | 49 | 26 | 23 | 7 | 7 | 21 | 20 | 28 | 234 | 28 | 53 | 6 | 28 | 1 |
| | '44 | 5 | 5 | 1 | 68 | 13 | 24 | 3 | 4 | 33 | 17 | 7 | 39 | 15 | 12 | 4 | 5 | 4 | 9 | 15 | 64 | 4 | 4 | 2 | 9 | 1 |
| | '43 | 1 | | | 9 | | | | | 12 | 1 | 1 | 3 | | 1 | | 4 | | 4 | 5 | 18 | 4 | 2 | | | |
| | '42 | 13 | 1 | 1 | 58 | 4 | 14 | 4 | 8 | 46 | 20 | | 24 | 13 | 6 | 4 | 10 | 30 | 13 | 15 | 64 | 4 | 10 | 2 | 22 | |
| | '41 | 4 | 8 | 1 | 197 | 18 | 148 | 2 | 14 | 45 | 23 | | 69 | 34 | 9 | 5 | 33 | 5 | 12 | 44 | 160 | 7 | 60 | 11 | 79 | 1 |
| | '40 | 4 | 4 | 3 | 161 | 8 | 104 | 2 | 11 | 28 | 15 | 2 | 35 | 7 | 8 | 5 | 20 | 4 | 11 | 90 | 105 | 4 | 16 | | 18 | 1 |
| | '39 | 1 | 2 | | 105 | 4 | 56 | 2 | | 14 | 3 | 2 | 39 | 9 | 5 | | 10 | 6 | 5 | 15 | 61 | 4 | 12 | | 11 | |
| | Before '39 | 2 | 11 | | 302 | 13 | 105 | 2 | 4 | 35 | 5 | 6 | 112 | 17 | 17 | 5 | 47 | 14 | 26 | 38 | 146 | 14 | 50 | 2 | 28 | 5 |
| | Unid.* | 5 | 2 | 12 | 3 | 1 | 2 | 9 | 35 | 18 | 16 | 27 | 4 | 6 | 3 | 1 | 1 | 9 | 3 | 36 | 21 | 4 | 1 | 2 | 3 | 1 |
| | Total | 1555 | 304 | 309 | 3743 | 835 | 2991 | 677 | 391 | 3990 | 1804 | 408 | 2652 | 1382 | 562 | 167 | 720 | 789 | 954 | 2012 | 4924 | 1396 | 929 | 428 | 1119 | 272 |
| PONTIAC | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '55 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '54 | 5 | | | 86 | | | 1 | | 1 | 3 | | 7 | 10 | | 4 | 7 | 2 | | | 6 | 8 | 5 | 2 | 1 | 1 |
| | '53 | | 6 | 1 | 166 | 6 | 5 | 8 | 5 | 6 | 9 | 2 | 23 | 19 | 12 | 12 | 37 | 4 | 7 | 4 | 17 | 41 | 15 | 2 | 8 | 4 |
| | '52 | 6 | 1 | | 117 | 6 | 1 | 8 | | 14 | 8 | 1 | 19 | 21 | 12 | 10 | 22 | 5 | 5 | 5 | 12 | 15 | 13 | 6 | 3 | 3 |
| | '51 | 9 | 8 | 3 | 150 | 20 | 12 | 13 | 7 | 22 | 17 | 7 | 46 | 30 | 14 | 27 | 28 | 5 | 6 | 12 | 35 | 39 | 19 | 8 | 20 | 2 |
| | '50 | 15 | 9 | 6 | 197 | 14 | 18 | 12 | 1 | 35 | 14 | 9 | 50 | 42 | 19 | 26 | 27 | 13 | 7 | 15 | 40 | 32 | 26 | 11 | 12 | 1 |
| | '49 | 3 | 6 | 3 | 178 | 7 | 26 | 15 | 1 | 14 | 9 | 5 | 32 | 29 | 11 | 21 | 8 | 8 | 13 | 10 | 44 | 20 | 10 | 3 | 10 | 1 |
| | '48 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '47 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '43 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '42 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '41 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '40 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Before '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Unid.* | 26 | 6 | 2 | 909 | 10 | 10 | 20 | | 10 | 18 | 9 | 17 | 33 | 4 | 29 | 20 | 2 | 13 | 23 | 8 | 13 | 22 | 7 | 4 | 7 |
| | Total | 64 | 36 | 15 | 1803 | 63 | 72 | 77 | 14 | 102 | 78 | 33 | 194 | 184 | 72 | 129 | 149 | 39 | 51 | 69 | 162 | 168 | 110 | 39 | 58 | 19 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Trucks in Use by Makes, by Model Year, see page 120*

# AND MODEL YEAR—*continued*

| Model | Yr. | Neb. | Nev. | N. H. | N. J. | N.M. | N. Y. | N. C. | N. D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| G.M.C. | '57 | 272 | 121 | 151 | 969 | 431 | 1345 | 821 | 157 | 1338 | 485 | 561 | 1886 | 61 | 307 | 112 | 686 | 2084 | 105 | 118 | 467 | 546 | 348 | 610 | 161 | 32724 |
| | '56 | 725 | 370 | 240 | 2122 | 986 | 4182 | 2261 | 436 | 3161 | 1519 | 1639 | 3224 | 201 | 863 | 341 | 1846 | 5584 | 609 | 279 | 1392 | 1847 | 1318 | 1424 | 555 | 83153 |
| | '55 | 692 | 336 | 217 | 1752 | 660 | 3007 | 1787 | 422 | 2392 | 1644 | 1326 | 3120 | 176 | 807 | 369 | 1377 | 4539 | 488 | 195 | 1336 | 1711 | 912 | 1210 | 455 | 67819 |
| | '54 | 606 | 228 | 191 | 1432 | 435 | 2333 | 1132 | 212 | 1626 | 1247 | 836 | 3852 | 108 | 515 | 344 | 1185 | 3100 | 330 | 161 | 939 | 1085 | 604 | 806 | 282 | 50184 |
| | '53 | 1124 | 438 | 240 | 1959 | 750 | 3587 | 2513 | 518 | 2841 | 2284 | 1589 | 2218 | 147 | 1164 | 554 | 1860 | 6352 | 535 | 291 | 1326 | 2047 | 1120 | 1545 | 569 | 82745 |
| | '52 | 923 | 266 | 195 | 1492 | 584 | 2539 | 2113 | 382 | 2112 | 1891 | 1253 | 2749 | 113 | 892 | 397 | 1635 | 6051 | 471 | 210 | 1353 | 1477 | 885 | 1274 | 546 | 68362 |
| | '51 | 1270 | 358 | 233 | 1562 | 694 | 2667 | 2292 | 497 | 2425 | 1834 | 1522 | 3478 | 164 | 1051 | 554 | 1917 | 7444 | 600 | 193 | 1447 | 1660 | 1069 | 1520 | 534 | 78734 |
| | '50 | 1337 | 320 | 295 | 2279 | 866 | 3744 | 2674 | 543 | 3310 | 2209 | 1691 | 2796 | 204 | 1046 | 534 | 2405 | 9372 | 706 | 262 | 1513 | 1799 | 1401 | 1597 | 541 | 89719 |
| | '49 | 1020 | 189 | 196 | 1336 | 431 | 2469 | 1365 | 654 | 1701 | 1566 | 991 | 2311 | 109 | 688 | 447 | 1643 | 4560 | 468 | 166 | 1169 | 1174 | 866 | 1193 | 385 | 58297 |
| | '48 | 796 | 167 | 174 | 1691 | 311 | 2973 | 988 | 618 | 2362 | 1095 | 1161 | 2904 | 162 | 463 | 517 | 1265 | 2826 | 352 | 164 | 1014 | 1339 | 1032 | 1314 | 238 | 54852 |
| | '47 | 518 | 90 | 112 | 1067 | 142 | 1322 | 513 | 264 | 1344 | 648 | 453 | 1822 | 156 | 208 | 251 | 497 | 1590 | 209 | 96 | 564 | 753 | 458 | 648 | 112 | 29427 |
| | '46 | 169 | 51 | 93 | 294 | 91 | 618 | 209 | 128 | 338 | 306 | 277 | 682 | 54 | 119 | 139 | 310 | 510 | 117 | 46 | 236 | 341 | 238 | 392 | 57 | 13884 |
| | '45 | 93 | 13 | 16 | 203 | 18 | 355 | 45 | 55 | 162 | 198 | 160 | 154 | 23 | 41 | 51 | 53 | 266 | 47 | 25 | 71 | 263 | 150 | 104 | 22 | 5552 |
| | '44 | 33 | 10 | 2 | 77 | 8 | 112 | 30 | 19 | 46 | 72 | 70 | 112 | 2 | 17 | 32 | 25 | 86 | 53 | 13 | 56 | 157 | 38 | 53 | 11 | 2419 |
| | '43 | 9 | 9 | 11 | 7 | 4 | 53 | 21 | 8 | 32 | 33 | 45 | 36 | 4 | 11 | 8 | 13 | 93 | 12 | 3 | 21 | 93 | 37 | 26 | 5 | 1281 |
| | '42 | 194 | 64 | 45 | 141 | 47 | 344 | 130 | 146 | 213 | 325 | 364 | 100 | 29 | 82 | 127 | 119 | 479 | 63 | 26 | 142 | 692 | 151 | 269 | 77 | 9133 |
| | '41 | 228 | 91 | 61 | 270 | 69 | 433 | 200 | 286 | 360 | 335 | 478 | 454 | 70 | 85 | 138 | 184 | 509 | 101 | 33 | 159 | 643 | 153 | 441 | 95 | 13437 |
| | '40 | 115 | 59 | 47 | 173 | 41 | 262 | 112 | 146 | 235 | 205 | 308 | 262 | 28 | 70 | 89 | 117 | 290 | 82 | 15 | 118 | 431 | 88 | 268 | 50 | 8386 |
| | '39 | 96 | 41 | 40 | 60 | 8 | 148 | 39 | 61 | 111 | 120 | 216 | 288 | 33 | 28 | 50 | 44 | 133 | 29 | 15 | 69 | 241 | 51 | 184 | 33 | 5174 |
| | Before '39 | 197 | 79 | 79 | 163 | 55 | 287 | 93 | 128 | 253 | 242 | 383 | 319 | 55 | 46 | 80 | 59 | 188 | 95 | 21 | 94 | 743 | 74 | 408 | 52 | 10125 |
| | Unid.* | 6 | 4 | 6 | 49 | 5 | 167 | 8 | | 45 | 98 | 253 | 37 | 12 | 6 | 13 | 105 | 106 | 20 | | 14 | 47 | 3 | 14 | 1 | 2753 |
| | Total | 10423 | 3304 | 2644 | 19098 | 8636 | 32947 | 19346 | 5680 | 23407 | 18356 | 15576 | 32804 | 1911 | 8509 | 5147 | 17345 | 56162 | 5492 | 2332 | 13504 | 19089 | 10998 | 15300 | 4884 | 768160 |
| INTERNATIONAL | '57 | 514 | 61 | 242 | 1328 | 348 | 2588 | 834 | 490 | 2619 | 634 | 759 | 3073 | 118 | 307 | 420 | 962 | 3415 | 191 | 179 | 686 | 589 | 393 | 1659 | 355 | 46694 |
| | '56 | 1427 | 189 | 465 | 2351 | 698 | 6204 | 2006 | 1051 | 5199 | 1647 | 1571 | 5491 | 351 | 802 | 808 | 1703 | 5994 | 542 | 397 | 1705 | 1589 | 1056 | 2685 | 600 | 96828 |
| | '55 | 1632 | 233 | 253 | 2245 | 620 | 6090 | 1680 | 1106 | 5335 | 2075 | 1490 | 5131 | 367 | 765 | 1051 | 1802 | 7873 | 505 | 292 | 1487 | 1844 | 890 | 2433 | 509 | 97310 |
| | '54 | 1493 | 145 | 221 | 1807 | 410 | 4443 | 1332 | 880 | 3697 | 1559 | 886 | 7559 | 222 | 689 | 958 | 1434 | 5092 | 463 | 237 | 1179 | 1430 | 668 | 2077 | 449 | 77896 |
| | '53 | 1307 | 187 | 226 | 1977 | 380 | 4369 | 1579 | 927 | 4484 | 1715 | 1243 | 3678 | 296 | 614 | 741 | 1296 | 4782 | 391 | 301 | 1128 | 1693 | 814 | 2110 | 481 | 76501 |
| | '52 | 1883 | 254 | 269 | 1692 | 479 | 4160 | 1949 | 1464 | 3725 | 2350 | 1341 | 4609 | 261 | 1130 | 1385 | 1709 | 5715 | 541 | 277 | 1819 | 1838 | 862 | 2342 | 668 | 90427 |
| | '51 | 1973 | 243 | 281 | 1681 | 407 | 4422 | 1988 | 1330 | 3843 | 1878 | 1437 | 4763 | 304 | 1060 | 1162 | 1675 | 5479 | 500 | 322 | 1777 | 1738 | 931 | 2555 | 542 | 86902 |
| | '50 | 1566 | 134 | 255 | 1706 | 345 | 3457 | 1439 | 880 | 3509 | 1675 | 1102 | 4129 | 277 | 584 | 1024 | 1491 | 4824 | 392 | 189 | 1386 | 1488 | 782 | 2386 | 372 | 74079 |
| | '49 | 1958 | 148 | 235 | 1827 | 340 | 4330 | 1548 | 1644 | 3394 | 1941 | 896 | 2820 | 372 | 713 | 1206 | 1435 | 4098 | 523 | 264 | 1212 | 1750 | 1087 | 2212 | 447 | 78164 |
| | '48 | 1917 | 195 | 330 | 2026 | 391 | 4273 | 1535 | 1678 | 3817 | 2456 | 1343 | 4248 | 383 | 767 | 1537 | 1491 | 4263 | 497 | 274 | 1510 | 1996 | 1049 | 2670 | 529 | 86673 |
| | '47 | 1634 | 184 | 291 | 1691 | 344 | 3350 | 1261 | 1163 | 3067 | 2258 | 1260 | 4208 | 365 | 525 | 1095 | 1304 | 3857 | 418 | 198 | 1494 | 2068 | 958 | 2344 | 469 | 75407 |
| | '46 | 961 | 143 | 259 | 953 | 217 | 1940 | 969 | 851 | 2035 | 1230 | 807 | 2055 | 239 | 446 | 675 | 890 | 2082 | 344 | 160 | 910 | 1333 | 580 | 1561 | 257 | 49312 |
| | '45 | 280 | 25 | 67 | 347 | 57 | 643 | 196 | 196 | 531 | 436 | 445 | 696 | 83 | 66 | 180 | 138 | 625 | 83 | 55 | 263 | 598 | 190 | 512 | 87 | 14561 |
| | '44 | 200 | 19 | 21 | 121 | 27 | 238 | 67 | 92 | 171 | 292 | 295 | 423 | 31 | 28 | 83 | 50 | 259 | 56 | 12 | 80 | 283 | 59 | 206 | 35 | 6666 |
| | '43 | 16 | 14 | 5 | 31 | 14 | 48 | 24 | 10 | 21 | 68 | 145 | 64 | 7 | 15 | 5 | 16 | 70 | 17 | 6 | 20 | 192 | 12 | 31 | 7 | 2044 |
| | '42 | 262 | 98 | 38 | 173 | 39 | 328 | 232 | 235 | 288 | 362 | 400 | 172 | 95 | 118 | 143 | 205 | 393 | 115 | 22 | 248 | 861 | 106 | 295 | 68 | 11700 |
| | '41 | 770 | 107 | 128 | 512 | 116 | 897 | 316 | 968 | 1010 | 725 | 664 | 1210 | 119 | 137 | 539 | 247 | 943 | 183 | 42 | 459 | 1200 | 261 | 973 | 196 | 27856 |
| | '40 | 449 | 59 | 78 | 254 | 65 | 538 | 160 | 612 | 481 | 352 | 400 | 499 | 63 | 91 | 349 | 123 | 444 | 117 | 45 | 193 | 734 | 150 | 587 | 123 | 15570 |
| | '39 | 300 | 43 | 62 | 145 | 16 | 274 | 138 | 361 | 321 | 209 | 251 | 527 | 42 | 68 | 234 | 99 | 272 | 89 | 26 | 131 | 532 | 77 | 385 | 80 | 10485 |
| | Before '39 | 802 | 130 | 161 | 306 | 63 | 545 | 224 | 1055 | 709 | 721 | 599 | 968 | 80 | 116 | 470 | 132 | 654 | 210 | 38 | 259 | 1425 | 159 | 922 | 213 | 24731 |
| | Unid.* | 16 | 3 | 6 | 79 | | 312 | 9 | 4 | 51 | 105 | 295 | 54 | 42 | 6 | 16 | 144 | 98 | 15 | 1 | 29 | 65 | 1 | 36 | 9 | 3503 |
| | Total | 21360 | 2614 | 3893 | 23252 | 5376 | 53449 | 19486 | 16987 | 48307 | 24688 | 17629 | 56377 | 4117 | 9047 | 14081 | 18346 | 61232 | 6192 | 3337 | 17975 | 25246 | 11085 | 30991 | 6496 | 1053309 |
| MACK | '57 | 30 | 5 | 85 | 409 | 33 | 563 | 325 | | 439 | 53 | 90 | 894 | 40 | 69 | 11 | 133 | 448 | 7 | 12 | 195 | 46 | 32 | 101 | 38 | 6405 |
| | '56 | 24 | 19 | 143 | 671 | 134 | 1517 | 588 | 1 | 585 | 117 | 145 | 1106 | 79 | 165 | 9 | 426 | 731 | 37 | 39 | 470 | 137 | 106 | 133 | 20 | 12111 |
| | '55 | 21 | 9 | 106 | 608 | 77 | 1250 | 459 | | 509 | 85 | 158 | 995 | 76 | 108 | 3 | 220 | 443 | 44 | 32 | 380 | 128 | 149 | 75 | 13 | 9893 |
| | '54 | 18 | 9 | 76 | 342 | 45 | 879 | 338 | 3 | 234 | 68 | 87 | 965 | 39 | 55 | | 97 | 251 | 32 | 7 | 103 | 55 | 106 | 43 | 8 | 5999 |
| | '53 | 26 | 11 | 53 | 327 | 73 | 864 | 249 | 1 | 248 | 35 | 72 | 455 | 34 | 57 | 2 | 95 | 177 | 38 | 37 | 125 | 73 | 104 | 58 | 18 | 5438 |
| | '52 | 15 | 15 | 75 | 327 | 63 | 814 | 229 | 5 | 180 | 52 | 122 | 635 | 34 | 104 | 1 | 102 | 215 | 41 | 26 | 89 | 100 | 101 | 50 | 19 | 5659 |
| | '51 | 17 | 10 | 64 | 583 | 60 | 1227 | 217 | | 317 | 32 | 186 | 975 | 62 | 110 | 5 | 151 | 282 | 38 | 6 | 133 | 108 | 93 | 64 | 17 | 7651 |
| | '50 | 17 | 12 | 77 | 496 | 31 | 1160 | 211 | 9 | 284 | 34 | 126 | 530 | 55 | 139 | 1 | 104 | 182 | 42 | 32 | 107 | 125 | 83 | 73 | 7 | 6523 |
| | '49 | 8 | 4 | 60 | 318 | 16 | 974 | 108 | 4 | 129 | 17 | 58 | 389 | 62 | 70 | 7 | 59 | 85 | 18 | 10 | 48 | 74 | 42 | 50 | 7 | 4304 |
| | '48 | 41 | 4 | 70 | 474 | 15 | 1197 | 143 | 41 | 181 | 34 | 82 | 646 | 53 | 58 | 12 | 61 | 117 | 28 | 11 | 72 | 84 | 100 | 55 | 18 | 5712 |
| | '47 | 54 | 4 | 92 | 556 | 22 | 1805 | 124 | 33 | 274 | 46 | 61 | 691 | 35 | 57 | 7 | 58 | 144 | 28 | 34 | 83 | 134 | 71 | 69 | 19 | 7114 |
| | '46 | 16 | 4 | 35 | 171 | 6 | 528 | 74 | 5 | 67 | 10 | 18 | 122 | 22 | 17 | 4 | 31 | 19 | 3 | 7 | 26 | 59 | 19 | 17 | 3 | 2217 |
| | '45 | 12 | 2 | 23 | 208 | 13 | 614 | 49 | 2 | 77 | 10 | 13 | 155 | 24 | 22 | 4 | 12 | 56 | 8 | 9 | 17 | 53 | 24 | 14 | 2 | 2246 |
| | '44 | 1 | | 12 | 113 | 3 | 200 | 16 | | 24 | 15 | 9 | 113 | 13 | 7 | | 4 | 31 | 4 | 3 | 13 | 20 | 14 | 7 | 6 | 995 |
| | '43 | | | 3 | 11 | | 55 | | 2 | 5 | 2 | 3 | 28 | | 1 | | | 4 | 1 | | 3 | 6 | | 1 | | 190 |
| | '42 | 1 | | 6 | 42 | 2 | 116 | 17 | | 16 | 10 | 14 | 86 | 13 | 11 | | 5 | 24 | 1 | 1 | 18 | 25 | 7 | 7 | | 808 |
| | '41 | 3 | 4 | 46 | 251 | 4 | 678 | 27 | 2 | 47 | 7 | 21 | 201 | 33 | 17 | 1 | 18 | 29 | 15 | 5 | 38 | 84 | 15 | 21 | 2 | 2558 |
| | '40 | 2 | 6 | 23 | 138 | 1 | 372 | 15 | 1 | 14 | 3 | 20 | 109 | 21 | 3 | 2 | 8 | 16 | 4 | 5 | 11 | 47 | 2 | 15 | | 1502 |
| | '39 | 2 | | 16 | 92 | 1 | 322 | 11 | | 20 | 5 | 13 | 127 | 15 | 3 | 1 | 6 | 10 | 3 | 3 | 10 | 18 | 4 | 3 | | 1051 |
| | Before '39 | 6 | 2 | 67 | 202 | 4 | 920 | 10 | 3 | 31 | 11 | 26 | 144 | 22 | 2 | 2 | 5 | 23 | 12 | 2 | 12 | 65 | 3 | 23 | 2 | 2605 |
| | Unid.* | | | 11 | 11 | | 56 | 1 | | 5 | 3 | 18 | 15 | 7 | | | 32 | 5 | | | 4 | 3 | | | | 398 |
| | Total | 314 | 120 | 1143 | 6350 | 603 | 16113 | 3211 | 112 | 3686 | 649 | 1342 | 9381 | 739 | 1075 | 72 | 1627 | 3292 | 402 | 281 | 1957 | 1444 | 1075 | 879 | 199 | 91379 |
| PONTIAC | '57 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '56 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '55 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '54 | | | 3 | 65 | 1 | 14 | 4 | | 8 | 1 | 12 | 112 | | 4 | | 2 | 2 | | 2 | 18 | | | 1 | | 398 |
| | '53 | | | 6 | 85 | 4 | 38 | 11 | | 29 | 5 | 17 | 45 | 4 | 12 | 4 | 4 | 20 | 9 | 1 | 14 | 33 | 13 | 11 | 2 | 794 |
| | '52 | 8 | 2 | 3 | 59 | 4 | 24 | 9 | | 27 | 4 | 12 | 64 | | 14 | | 5 | 24 | 2 | 1 | 8 | 12 | 6 | 11 | 1 | 614 |
| | '51 | 9 | | 7 | 105 | | 61 | 30 | 3 | 54 | 14 | 15 | 85 | 1 | 23 | 2 | 14 | 51 | 9 | | 10 | 34 | 16 | 24 | 4 | 1129 |
| | '50 | 8 | 2 | 5 | 111 | 6 | 76 | 37 | 1 | 61 | 14 | 29 | 124 | 7 | 13 | 4 | 14 | 49 | 13 | 2 | 19 | 48 | 21 | 25 | 2 | 1348 |
| | '49 | 14 | 5 | 5 | 148 | 1 | 116 | 26 | 3 | 44 | 17 | 18 | 50 | 13 | 3 | 3 | 7 | 27 | 6 | | 21 | 33 | 22 | 35 | 2 | 1098 |
| | '48 | 6 | | | | | | | | | | | | | | | | | | | | | | | | |
| | '47 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '46 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '44 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '43 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '42 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '41 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '40 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Before '39 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Unid.* | 7 | 3 | 28 | 306 | 5 | 54 | 17 | 4 | 37 | 6 | 1 | 112 | 3 | 39 | 4 | 6 | 15 | 5 | 3 | 7 | 42 | 13 | 43 | | 1982 |
| | Total | 52 | 12 | 57 | 879 | 21 | 383 | 134 | 11 | 260 | 61 | 104 | 592 | 29 | 108 | 17 | 50 | 188 | 46 | 7 | 81 | 220 | 91 | 149 | 12 | 7363 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For Summary of Trucks in Use by Makes, by Model Year, see page 120***

# TRUCKS IN USE BY MAKES, STATES,

| Model | Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REO | '57 | 10 | 13 | 1 | 89 | 22 | 22 | 5 | 17 | 120 | 18 | 5 | 51 | 99 | 41 | 17 | 24 | 4 | | 34 | 30 | 76 | 19 | 1 | 25 | |
| | '56 | 20 | 15 | | 290 | 21 | 74 | 8 | 27 | 175 | 17 | 9 | 77 | 93 | 25 | 24 | 25 | 29 | 3 | 81 | 86 | 159 | 35 | 2 | 51 | 13 |
| | '55 | 22 | 16 | 8 | 196 | 42 | 49 | 6 | 34 | 129 | 32 | 9 | 113 | 80 | 30 | 33 | 22 | 11 | 3 | 56 | 139 | 170 | 29 | 1 | 64 | 14 |
| | '54 | 4 | 17 | 9 | 108 | 30 | 52 | 3 | 10 | 79 | 19 | 7 | 121 | 66 | 14 | 10 | 24 | 10 | 11 | 45 | 106 | 79 | 43 | 3 | 46 | 12 |
| | '53 | 14 | 39 | 12 | 186 | 23 | 88 | 9 | 20 | 135 | 47 | 10 | 161 | 91 | 55 | 19 | 24 | 8 | 14 | 25 | 230 | 141 | 66 | 4 | 51 | 11 |
| | '52 | 11 | 14 | 5 | 174 | 27 | 79 | 2 | 15 | 103 | 28 | 11 | 89 | 70 | 37 | 17 | 40 | 18 | 16 | 48 | 69 | 136 | 67 | 2 | 65 | 23 |
| | '51 | 24 | 16 | 5 | 91 | 36 | 61 | 4 | 18 | 132 | 30 | 12 | 136 | 73 | 34 | 8 | 32 | 9 | 3 | 41 | 117 | 122 | 33 | 2 | 47 | 26 |
| | '50 | 22 | 5 | 7 | 99 | 14 | 51 | 3 | 16 | 76 | 36 | 16 | 132 | 69 | 42 | 30 | 29 | 12 | 3 | 51 | 127 | 106 | 29 | 2 | 57 | 21 |
| | '49 | 20 | 11 | 24 | 107 | 31 | 31 | 10 | 12 | 55 | 31 | 30 | 152 | 95 | 40 | 63 | 30 | 19 | 15 | 34 | 93 | 52 | 41 | 7 | 75 | 38 |
| | '48 | 71 | 73 | 67 | 174 | 126 | 73 | 8 | 18 | 94 | 67 | 105 | 437 | 232 | 158 | 221 | 184 | 58 | 47 | 70 | 136 | 223 | 146 | 28 | 152 | 116 |
| | '47 | 43 | 27 | 15 | 296 | 54 | 54 | 5 | 23 | 122 | 41 | 48 | 182 | 167 | 102 | 91 | 87 | 39 | 36 | 75 | 133 | 143 | 120 | 19 | 91 | 31 |
| | '46 | 63 | 20 | 10 | 336 | 55 | 61 | 4 | 17 | 106 | 62 | 35 | 165 | 131 | 61 | 57 | 80 | 45 | 10 | 57 | 144 | 168 | 63 | 16 | 65 | 21 |
| | '45 | 3 | 3 | 2 | 116 | 17 | 6 | 4 | 1 | 28 | 8 | 1 | 124 | 48 | 23 | 10 | 21 | 8 | 2 | 26 | 37 | 47 | 69 | 1 | 15 | 6 |
| | '44 | | 2 | 4 | 57 | 5 | 5 | | | 17 | 1 | 1 | 2 | 9 | 2 | 1 | 3 | 2 | 2 | 1 | 5 | 5 | 2 | 1 | 1 | |
| | '43 | | | | 32 | 4 | 1 | | | 9 | | 3 | | 1 | 4 | 1 | 1 | | 1 | 2 | 3 | 2 | | | | 2 |
| | '42 | 1 | 6 | 1 | 108 | 6 | 3 | 1 | 1 | 17 | 5 | 9 | 14 | 8 | 4 | 7 | 2 | 17 | 4 | 3 | 15 | 1 | 7 | 2 | 4 | 5 |
| | '41 | | | | 70 | 2 | 5 | 3 | | 4 | 3 | 1 | 20 | 20 | 4 | 6 | 6 | 4 | | 2 | 13 | 11 | 14 | | 9 | |
| | '40 | | | 1 | 7 | | | | | 1 | | 1 | 5 | 2 | 2 | 1 | 1 | 1 | | 1 | 2 | 2 | 1 | | 4 | 1 |
| | '39 | 1 | | | 21 | 1 | 4 | | | 5 | 1 | | 2 | 1 | 3 | 2 | | | | 2 | 3 | | 2 | | 4 | |
| | Before '39 | | 6 | 2 | 333 | 26 | 46 | 2 | 1 | 10 | 1 | 15 | 37 | 20 | 40 | 28 | 9 | | 17 | 7 | 48 | 24 | 38 | 1 | 20 | 9 |
| | Unid.* | 5 | 1 | 2 | | 2 | 5 | 7 | 9 | 9 | 3 | 8 | 8 | 8 | 10 | 1 | 8 | | | 32 | 13 | 3 | | | | |
| | Total | 334 | 284 | 175 | 2890 | 544 | 770 | 84 | 239 | 1426 | 450 | 336 | 2026 | 1373 | 731 | 647 | 652 | 294 | 187 | 693 | 1549 | 1671 | 824 | 95 | 846 | 349 |
| STUDEBAKER | '57 | 19 | 69 | 81 | 364 | 57 | 32 | 9 | 1 | 117 | 77 | 70 | 174 | 357 | 61 | 76 | 64 | 63 | 45 | 38 | 47 | 123 | 112 | 45 | 108 | 65 |
| | '56 | 66 | 89 | 143 | 806 | 103 | 110 | 17 | 5 | 256 | 155 | 159 | 321 | 452 | 110 | 110 | 115 | 126 | 71 | 86 | 85 | 254 | 162 | 129 | 166 | 88 |
| | '55 | 148 | 165 | 242 | 1268 | 211 | 138 | 17 | 8 | 454 | 296 | 190 | 550 | 780 | 187 | 213 | 219 | 284 | 110 | 113 | 164 | 359 | 307 | 220 | 273 | 198 |
| | '54 | 55 | 43 | 69 | 407 | 83 | 61 | 7 | 4 | 172 | 122 | 52 | 183 | 224 | 85 | 95 | 69 | 148 | 44 | 88 | 105 | 86 | 115 | 60 | 87 | 63 |
| | '53 | 463 | 251 | 409 | 1921 | 321 | 330 | 92 | 15 | 957 | 727 | 261 | 1141 | 1260 | 510 | 506 | 503 | 614 | 222 | 195 | 558 | 608 | 544 | 424 | 697 | 289 |
| | '52 | 576 | 215 | 445 | 1736 | 447 | 246 | 73 | 23 | 1038 | 837 | 274 | 960 | 1146 | 503 | 545 | 537 | 573 | 203 | 233 | 558 | 594 | 582 | 513 | 679 | 278 |
| | '51 | 743 | 257 | 508 | 2105 | 522 | 240 | 85 | 17 | 1118 | 925 | 330 | 1100 | 1365 | 707 | 589 | 622 | 696 | 198 | 257 | 395 | 652 | 864 | 559 | 876 | 295 |
| | '50 | 732 | 316 | 554 | 2245 | 641 | 291 | 60 | 21 | 1091 | 904 | 371 | 1298 | 1383 | 810 | 685 | 643 | 742 | 166 | 243 | 441 | 703 | 1125 | 615 | 1063 | 342 |
| | '49 | 1045 | 574 | 871 | 4923 | 1206 | 584 | 135 | 46 | 1381 | 1172 | 976 | 2692 | 2797 | 1907 | 1673 | 1159 | 1029 | 338 | 286 | 723 | 1492 | 2381 | 832 | 2020 | 771 |
| | '48 | 195 | 145 | 146 | 1819 | 279 | 231 | 39 | 17 | 350 | 300 | 253 | 683 | 682 | 380 | 469 | 280 | 184 | 152 | 281 | 249 | 415 | 516 | 172 | 386 | 228 |
| | '47 | 308 | 216 | 215 | 2578 | 438 | 349 | 51 | 18 | 551 | 331 | 325 | 1057 | 1056 | 733 | 722 | 446 | 267 | 196 | 252 | 383 | 726 | 720 | 227 | 626 | 300 |
| | '46 | 138 | 110 | 95 | 1816 | 202 | 209 | 34 | 10 | 302 | 168 | 185 | 498 | 905 | 354 | 398 | 220 | 104 | 74 | 154 | 183 | 422 | 443 | 87 | 340 | 193 |
| | '45 | 10 | 11 | 5 | 110 | 23 | 18 | | | 8 | 9 | 31 | 90 | 88 | 48 | 29 | 33 | 10 | 4 | 10 | 17 | 26 | 117 | 8 | 29 | 34 |
| | '44 | 1 | 1 | 2 | 19 | 6 | 1 | | 1 | 3 | 1 | 146 | 14 | 10 | 13 | 2 | 5 | 3 | | 2 | 1 | 3 | 23 | 2 | 7 | 44 |
| | '43 | | 2 | | 15 | 1 | 1 | | | 3 | | 4 | 5 | 7 | 4 | 1 | 3 | 2 | 1 | 3 | 1 | 4 | 6 | 1 | 1 | 36 |
| | '42 | 16 | 13 | | 125 | 18 | 7 | 2 | | 22 | 8 | 16 | 22 | 45 | 20 | 37 | 14 | 15 | 5 | 21 | 5 | 14 | 52 | 6 | 13 | 23 |
| | '41 | 14 | 18 | 11 | 246 | 32 | 44 | 2 | 1 | 36 | 15 | 46 | 39 | 133 | 41 | 46 | 19 | 9 | 8 | 14 | 20 | 49 | 88 | 11 | 27 | 41 |
| | '40 | 8 | 6 | 1 | 30 | 11 | 2 | | 1 | 14 | 7 | 9 | 13 | 39 | 6 | 6 | 8 | 7 | 4 | 1 | 4 | 15 | 17 | 2 | 7 | 8 |
| | '39 | 3 | 4 | 2 | 129 | 17 | 5 | 1 | | 5 | 4 | 13 | 8 | 20 | 10 | 2 | 1 | 1 | 2 | | 14 | 5 | 12 | 3 | 6 | 8 |
| | Before '39 | 1 | 11 | 1 | 317 | 15 | 23 | 1 | | 7 | 7 | 27 | 22 | 51 | 29 | 29 | 18 | 5 | 8 | 5 | 13 | 24 | 63 | 5 | 7 | 29 |
| | Unid.* | 16 | 5 | 91 | 24 | 2 | 1 | 2 | 14 | 50 | 30 | 14 | 16 | 33 | 17 | 9 | 8 | 23 | 1 | 60 | 4 | 37 | 9 | 16 | 1 | 7 |
| | Total | 4557 | 2521 | 3891 | 23003 | 4615 | 2932 | 627 | 202 | 7925 | 6095 | 3752 | 11098 | 12823 | 6535 | 6462 | 4986 | 4905 | 1854 | 2342 | 3770 | 6611 | 8238 | 3937 | 7419 | 3338 |
| WHITE-STERLING | '57 | 113 | 33 | 31 | 240 | 50 | 113 | 39 | 8 | 231 | 116 | 10 | 241 | 384 | 65 | 59 | 50 | 61 | 27 | 100 | 278 | 141 | 43 | 7 | 241 | 22 |
| | '56 | 227 | 61 | 61 | 589 | 68 | 347 | 86 | 30 | 554 | 285 | 44 | 598 | 522 | 149 | 88 | 103 | 142 | 57 | 232 | 507 | 406 | 62 | 35 | 399 | 33 |
| | '55 | 173 | 33 | 58 | 560 | 119 | 215 | 226 | 41 | 503 | 368 | 40 | 566 | 504 | 120 | 93 | 134 | 181 | 72 | 220 | 527 | 251 | 64 | 40 | 247 | 35 |
| | '54 | 141 | 42 | 65 | 390 | 51 | 143 | 32 | 48 | 324 | 170 | 22 | 433 | 409 | 100 | 80 | 109 | 91 | 55 | 188 | 383 | 225 | 80 | 27 | 262 | 20 |
| | '53 | 216 | 52 | 51 | 328 | 61 | 146 | 33 | 18 | 348 | 210 | 14 | 592 | 488 | 153 | 123 | 97 | 122 | 49 | 226 | 347 | 203 | 111 | 47 | 344 | 34 |
| | '52 | 157 | 48 | 78 | 480 | 92 | 114 | 23 | 48 | 315 | 224 | 15 | 475 | 376 | 121 | 88 | 87 | 113 | 31 | 165 | 369 | 150 | 65 | 45 | 338 | 26 |
| | '51 | 187 | 67 | 57 | 569 | 66 | 144 | 21 | 39 | 212 | 233 | 25 | 535 | 326 | 129 | 95 | 79 | 94 | 48 | 185 | 386 | 207 | 113 | 40 | 396 | 48 |
| | '50 | 175 | 47 | 32 | 456 | 67 | 157 | 29 | 16 | 223 | 204 | 29 | 546 | 368 | 129 | 79 | 104 | 98 | 40 | 163 | 492 | 172 | 147 | 32 | 310 | 10 |
| | '49 | 69 | 22 | 13 | 265 | 33 | 60 | 11 | 19 | 112 | 96 | 11 | 364 | 165 | 43 | 58 | 86 | 76 | 14 | 67 | 229 | 124 | 60 | 16 | 131 | 18 |
| | '48 | 90 | 60 | 31 | 343 | 75 | 75 | 22 | 27 | 112 | 108 | 29 | 441 | 238 | 70 | 53 | 69 | 50 | 32 | 129 | 333 | 170 | 163 | 34 | 163 | 29 |
| | '47 | 72 | 47 | 18 | 475 | 83 | 126 | 17 | 26 | 83 | 74 | 21 | 406 | 195 | 63 | 82 | 107 | 65 | 38 | 103 | 390 | 113 | 203 | 22 | 225 | 32 |
| | '46 | 44 | 32 | 25 | 456 | 46 | 107 | 11 | 34 | 83 | 80 | 8 | 189 | 148 | 33 | 42 | 57 | 41 | 20 | 92 | 297 | 61 | 129 | 18 | 138 | 22 |
| | '45 | 16 | 10 | 3 | 301 | 38 | 50 | 5 | 4 | 50 | 23 | 13 | 133 | 63 | 21 | 29 | 37 | 19 | 8 | 54 | 159 | 78 | 74 | 5 | 94 | 14 |
| | '44 | 4 | 6 | | 184 | 19 | 14 | 4 | 3 | 29 | 19 | 6 | 70 | 16 | 2 | 11 | 12 | 9 | 3 | 29 | 62 | 6 | 28 | | 41 | 4 |
| | '43 | 2 | 3 | | 81 | 7 | 5 | | 9 | 16 | 5 | 4 | 8 | 8 | 4 | 6 | 9 | 3 | 1 | 15 | 12 | 6 | 15 | 1 | 8 | 3 |
| | '42 | 11 | 5 | 3 | 191 | 22 | 9 | 8 | 17 | 81 | 16 | 10 | 51 | 14 | 5 | 12 | 13 | 16 | 6 | 16 | 41 | 9 | 26 | 5 | 21 | 16 |
| | '41 | 14 | 7 | 3 | 242 | 23 | 41 | 1 | 17 | 27 | 30 | 12 | 116 | 45 | 4 | 16 | 30 | 6 | 3 | 42 | 111 | 18 | 40 | 3 | 60 | 6 |
| | '40 | 4 | 2 | 1 | 138 | 2 | 19 | 2 | 6 | 5 | 9 | 3 | 28 | 10 | 2 | 6 | 7 | 7 | 1 | 12 | 37 | 2 | 15 | 1 | 17 | 2 |
| | '39 | | 5 | | 84 | 17 | 12 | | 4 | 6 | 4 | | 15 | 6 | | 1 | 3 | 4 | 1 | 22 | 27 | | 11 | | 5 | 1 |
| | Before '39 | 9 | 16 | 1 | 547 | 34 | 47 | 2 | 5 | 23 | 16 | 10 | 109 | 29 | 11 | 10 | 17 | 11 | 4 | 26 | 80 | 4 | 69 | 3 | 27 | 17 |
| | Unid.* | 4 | | 121 | 6 | 2 | 1 | 7 | 20 | 20 | 19 | 9 | 16 | 11 | 2 | | 6 | 12 | | 141 | 38 | 21 | | 1 | 1 | 11 |
| | Total | 1728 | 598 | 652 | 6925 | 975 | 1945 | 579 | 439 | 3357 | 2309 | 335 | 5932 | 4325 | 1226 | 1041 | 1236 | 1221 | 510 | 2228 | 5105 | 2367 | 1518 | 382 | 3470 | 403 |
| WILLYS | '57 | 29 | 150 | 26 | 733 | 332 | 121 | 31 | 33 | 350 | 94 | 162 | 213 | 185 | 51 | 76 | 122 | 79 | 124 | 46 | 465 | 272 | 140 | 36 | 67 | 254 |
| | '56 | 59 | 203 | 50 | 1117 | 179 | 269 | 47 | 27 | 348 | 147 | 202 | 140 | 143 | 35 | 109 | 151 | 99 | 118 | 32 | 193 | 257 | 146 | 68 | 72 | 300 |
| | '55 | 55 | 239 | 31 | 1348 | 319 | 96 | 26 | 15 | 321 | 90 | 271 | 205 | 158 | 81 | 120 | 125 | 57 | 91 | 46 | 141 | 265 | 117 | 59 | 67 | 437 |
| | '54 | 46 | 146 | 27 | 787 | 188 | 54 | 10 | 11 | 275 | 107 | 167 | 125 | 102 | 46 | 107 | 102 | 55 | 74 | 36 | 109 | 147 | 135 | 61 | 56 | 268 |
| | '53 | 77 | 226 | 69 | 1231 | 278 | 121 | 48 | 22 | 541 | 179 | 300 | 243 | 354 | 137 | 230 | 199 | 117 | 134 | 67 | 249 | 365 | 293 | 115 | 116 | 420 |
| | '52 | 99 | 177 | 83 | 954 | 246 | 81 | 27 | 17 | 340 | 169 | 228 | 202 | 192 | 109 | 181 | 137 | 98 | 79 | 84 | 103 | 242 | 200 | 109 | 123 | 336 |
| | '51 | 187 | 229 | 170 | 1577 | 398 | 188 | 62 | 35 | 763 | 336 | 378 | 386 | 505 | 193 | 350 | 401 | 207 | 105 | 118 | 197 | 385 | 357 | 256 | 182 | 507 |
| | '50 | 206 | 274 | 160 | 1171 | 361 | 162 | 56 | 28 | 629 | 243 | 295 | 309 | 464 | 165 | 284 | 293 | 223 | 69 | 73 | 185 | 264 | 256 | 200 | 222 | 448 |
| | '49 | 225 | 195 | 201 | 915 | 397 | 141 | 57 | 29 | 482 | 315 | 275 | 394 | 531 | 330 | 382 | 481 | 318 | 82 | 110 | 163 | 372 | 290 | 264 | 272 | 456 |
| | '48 | 225 | 458 | 369 | 2170 | 546 | 325 | 93 | 39 | 634 | 712 | 202 | 829 | 1263 | 534 | 700 | 806 | 314 | 166 | 243 | 360 | 995 | 792 | 297 | 402 | 535 |
| | '47 | 93 | 311 | 151 | 909 | 143 | 80 | 59 | 8 | 177 | 336 | 50 | 223 | 531 | 242 | 284 | 301 | 103 | 49 | 50 | 126 | 419 | 283 | 159 | 131 | 276 |
| | '46 | 28 | 393 | 93 | 1201 | 33 | 68 | 39 | 8 | 114 | 290 | 18 | 59 | 564 | 93 | 223 | 141 | 34 | 7 | 68 | 93 | 389 | 224 | 77 | 49 | 105 |
| | '45 | 3 | 54 | 7 | 174 | 7 | 7 | 1 | 3 | 38 | 102 | 5 | 19 | 58 | 9 | 23 | 29 | 6 | 1 | 9 | 11 | 19 | 16 | 7 | 3 | 8 |
| | '44 | 6 | 14 | 3 | 156 | 2 | 2 | | 3 | 9 | 51 | 2 | 6 | 4 | 2 | 4 | 6 | 4 | | | 6 | 5 | 5 | 7 | 2 | 2 |
| | '43 | 2 | 29 | 6 | 232 | 5 | | 2 | 1 | 7 | 55 | 5 | 5 | 7 | | 15 | 11 | 8 | 1 | | 3 | 5 | 4 | 4 | 3 | 7 |
| | '42 | 14 | 54 | 15 | 436 | 5 | 7 | 2 | 5 | 27 | 287 | 8 | 11 | 21 | 9 | 17 | 9 | 18 | 3 | | 3 | 7 | 14 | 22 | 5 | 10 |
| | '41 | 9 | 14 | 9 | 234 | 7 | 4 | 2 | | 34 | 47 | 7 | 5 | 22 | 8 | 7 | 9 | 4 | 2 | 3 | 3 | 15 | 13 | 11 | 2 | 5 |
| | '40 | 4 | 11 | 5 | 143 | 16 | 8 | | | 33 | 19 | 12 | 7 | 18 | 3 | 10 | 5 | 3 | 5 | 3 | 5 | 12 | 12 | 8 | 7 | 4 |
| | '39 | | 3 | | 70 | 4 | 4 | 1 | | 8 | 2 | 1 | 15 | 6 | | 2 | 3 | 1 | 3 | 2 | | 5 | 3 | 2 | | 1 |
| | Before '39 | 3 | 4 | 1 | 191 | 19 | 7 | 1 | | 19 | 8 | 3 | 6 | 12 | 7 | 11 | 4 | 1 | 2 | 3 | 2 | 12 | 15 | 3 | 6 | 7 |
| | Unid.* | 9 | 11 | 57 | 18 | 3 | 4 | 4 | 4 | 30 | 37 | 4 | 9 | 24 | 7 | 5 | 7 | 17 | 4 | 80 | 11 | 29 | 2 | 12 | 2 | 6 |
| | Total | 1379 | 3195 | 1533 | 15767 | 3488 | 1747 | 568 | 288 | 5179 | 3628 | 2595 | 3411 | 5164 | 2061 | 3140 | 3342 | 1766 | 1119 | 1073 | 2428 | 4481 | 3317 | 1777 | 1789 | 4390 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

*For Summary of Trucks in Use by Makes, by Model Year, see page 120*

# AND MODEL YEAR—*continued*

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N. D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| REO | '57 | 3 | | 5 | 28 | 20 | 227 | 9 | 1 | 171 | 23 | 36 | 123 | 5 | 3 | 2 | 13 | 87 | 1 | 1 | 14 | 6 | 18 | 25 | 6 | 1570 |
| | '56 | 27 | 8 | 5 | 51 | 23 | 397 | 39 | 5 | 163 | 51 | 72 | 175 | 19 | 5 | 3 | 22 | 55 | 17 | 3 | 86 | 35 | 23 | 41 | 1 | 2675 |
| | '55 | 6 | 2 | 22 | 39 | 10 | 407 | 22 | | 170 | 28 | 35 | 182 | 17 | | 14 | 35 | 63 | 6 | 9 | 81 | 49 | 10 | 24 | 3 | 2542 |
| | '54 | 9 | | 12 | 45 | 2 | 303 | 17 | 1 | 180 | 19 | 12 | 308 | 6 | | 9 | 9 | 61 | 8 | 2 | 34 | 25 | 5 | 34 | 3 | 2032 |
| | '53 | 10 | 6 | 24 | 63 | 5 | 420 | 44 | 3 | 223 | 29 | 34 | 224 | 14 | 3 | 22 | 19 | 88 | 18 | 9 | 51 | 45 | 18 | 60 | 2 | 2917 |
| | '52 | 14 | | 14 | 75 | 13 | 346 | 26 | 2 | 172 | 41 | 20 | 199 | 16 | 3 | 31 | 23 | 110 | 16 | 13 | 50 | 29 | 43 | 62 | 7 | 2491 |
| | '51 | 19 | 3 | 8 | 107 | 7 | 436 | 28 | 3 | 168 | 40 | 22 | 190 | 5 | 13 | 11 | 6 | 75 | 18 | 6 | 20 | 36 | 26 | 41 | 7 | 2405 |
| | '50 | 13 | 4 | 33 | 74 | 2 | 300 | 14 | 1 | 146 | 35 | 9 | 251 | 6 | 2 | 8 | 15 | 43 | 13 | 8 | 17 | 17 | 26 | 80 | 3 | 2178 |
| | '49 | 29 | 2 | 13 | 84 | 3 | 257 | 61 | 9 | 99 | 53 | 24 | 175 | 14 | 7 | 11 | 44 | 63 | 15 | 11 | 19 | 62 | 27 | 57 | 9 | 2264 |
| | '48 | 85 | 4 | 31 | 130 | 9 | 439 | 104 | 88 | 325 | 161 | 56 | 277 | 26 | 47 | 62 | 70 | 191 | 32 | 31 | 52 | 157 | 92 | 176 | 37 | 5766 |
| | '47 | 64 | 4 | 26 | 112 | 9 | 418 | 63 | 45 | 189 | 97 | 52 | 267 | 35 | 29 | 24 | 33 | 143 | 2 | 13 | 65 | 90 | 72 | 98 | 6 | 4000 |
| | '46 | 44 | 5 | 31 | 65 | 9 | 175 | 65 | 36 | 129 | 65 | 36 | 208 | 7 | 36 | 24 | 30 | 60 | 5 | 12 | 41 | 121 | 33 | 98 | 10 | 3198 |
| | '45 | 8 | 1 | 8 | 23 | 6 | 50 | 12 | 24 | 43 | 23 | 20 | 42 | 1 | 13 | 6 | 1 | 22 | 5 | 3 | 11 | 47 | 14 | 24 | 5 | 1038 |
| | '44 | | 2 | 10 | 6 | | 11 | | 1 | 8 | 5 | 14 | 7 | | | | | 5 | 1 | | 2 | 15 | 3 | 3 | 3 | 224 |
| | '43 | | | | 1 | 1 | 1 | 1 | 2 | 4 | 3 | 3 | 2 | | | | 1 | | | | | 5 | 1 | | 1 | 92 |
| | '42 | | 6 | 3 | 15 | 2 | 6 | | | 9 | 2 | 66 | 8 | 3 | 1 | 1 | 3 | 9 | 7 | 2 | 13 | 49 | 4 | 8 | | 468 |
| | '41 | | 4 | 1 | 12 | | 14 | | 2 | 8 | | 12 | 27 | 1 | | | 2 | 5 | | | 3 | 14 | 5 | 14 | 1 | 322 |
| | '40 | 3 | 2 | 2 | 2 | | 5 | | 1 | 2 | 1 | | 10 | | | | | | | | 2 | 6 | 2 | 2 | | 73 |
| | '39 | 2 | | | 1 | 1 | 3 | | 1 | 2 | | | 7 | 1 | | | | | | 2 | 1 | 1 | | 5 | 1 | 80 |
| | Before '39 | 7 | 4 | 29 | 24 | 4 | 46 | 2 | 12 | 22 | 10 | 14 | 92 | 20 | 2 | 9 | 1 | 31 | 3 | 6 | 4 | 56 | 5 | 49 | 2 | 1194 |
| | Unid.* | | | 1 | 4 | 1 | 15 | | | 5 | 8 | 10 | 4 | | | | 2 | 5 | | | | 4 | | 1 | 1 | 193 |
| | Total | 343 | 57 | 278 | 961 | 127 | 4276 | 507 | 237 | 2238 | 694 | 547 | 2778 | 196 | 164 | 237 | 329 | 1116 | 165 | 131 | 566 | 869 | 427 | 902 | 108 | 37722 |
| STUDEBAKER | '57 | 28 | 26 | 24 | 72 | 35 | 139 | 83 | 24 | 167 | 49 | 96 | 402 | 2 | 27 | 17 | 50 | 209 | 25 | 15 | 99 | 87 | 81 | 106 | 42 | 4179 |
| | '56 | 71 | 71 | 49 | 144 | 64 | 270 | 183 | 41 | 257 | 119 | 259 | 609 | 20 | 75 | 28 | 75 | 409 | 47 | 32 | 175 | 126 | 141 | 143 | 34 | 7626 |
| | '55 | 135 | 135 | 53 | 220 | 126 | 464 | 459 | 75 | 465 | 203 | 329 | 536 | 33 | 110 | 59 | 192 | 918 | 77 | 41 | 252 | 260 | 201 | 176 | 80 | 12713 |
| | '54 | 59 | 42 | 36 | 93 | 43 | 183 | 115 | 34 | 177 | 109 | 61 | 1062 | 17 | 43 | 50 | 79 | 247 | 26 | 19 | 140 | 79 | 59 | 70 | 20 | 5370 |
| | '53 | 282 | 151 | 72 | 543 | 254 | 1032 | 845 | 171 | 955 | 500 | 340 | 646 | 108 | 311 | 174 | 478 | 1805 | 98 | 82 | 452 | 400 | 276 | 534 | 102 | 24429 |
| | '52 | 429 | 91 | 67 | 393 | 303 | 745 | 956 | 231 | 1090 | 635 | 348 | 1157 | 70 | 389 | 228 | 612 | 2177 | 109 | 65 | 685 | 394 | 267 | 484 | 112 | 25651 |
| | '51 | 589 | 105 | 90 | 487 | 291 | 892 | 1095 | 263 | 1241 | 609 | 440 | 1233 | 77 | 437 | 301 | 667 | 2565 | 172 | 56 | 592 | 535 | 361 | 662 | 149 | 29943 |
| | '50 | 499 | 109 | 87 | 523 | 322 | 906 | 955 | 299 | 1123 | 881 | 492 | 1266 | 93 | 376 | 287 | 780 | 2717 | 182 | 50 | 652 | 555 | 334 | 797 | 157 | 31919 |
| | '49 | 1470 | 221 | 137 | 999 | 494 | 1924 | 1680 | 885 | 2294 | 1298 | 1099 | 1263 | 180 | 604 | 655 | 1309 | 4048 | 401 | 132 | 803 | 1394 | 716 | 1602 | 362 | 59383 |
| | '48 | 330 | 70 | 86 | 333 | 68 | 608 | 363 | 332 | 635 | 650 | 345 | 1709 | 63 | 124 | 236 | 235 | 691 | 99 | 62 | 550 | 464 | 182 | 512 | 77 | 17705 |
| | '47 | 500 | 102 | 108 | 483 | 112 | 840 | 614 | 406 | 931 | 581 | 567 | 1339 | 111 | 208 | 304 | 312 | 1093 | 163 | 59 | 458 | 776 | 353 | 589 | 104 | 24204 |
| | '46 | 285 | 62 | 44 | 298 | 62 | 442 | 402 | 233 | 597 | 293 | 402 | 623 | 50 | 181 | 184 | 158 | 639 | 98 | 29 | 285 | 529 | 182 | 346 | 64 | 14132 |
| | '45 | 30 | 2 | 3 | 20 | 4 | 50 | 13 | 57 | 86 | 16 | 32 | 76 | 6 | 1 | 43 | 10 | 25 | 8 | 2 | 16 | 49 | 17 | 98 | 14 | 1446 |
| | '44 | 2 | 2 | | 1 | | 14 | 8 | 23 | 6 | | 90 | 34 | 4 | 1 | 1 | | 3 | 5 | | 18 | 115 | 3 | 9 | 7 | 656 |
| | '43 | 2 | | | 3 | 2 | 19 | 4 | 1 | 8 | | 9 | 4 | | | 1 | 1 | 6 | | | 6 | 52 | 12 | 7 | 2 | 240 |
| | '42 | 15 | 4 | 3 | 8 | 7 | 14 | 18 | 40 | 26 | 20 | 19 | 16 | 3 | 8 | 9 | 7 | 22 | 5 | 2 | 7 | 36 | 9 | 22 | 5 | 834 |
| | '41 | 24 | 12 | 5 | 26 | 7 | 169 | 28 | 40 | 92 | 17 | 63 | 58 | 6 | 10 | 20 | 12 | 51 | 18 | 4 | 18 | 141 | 24 | 60 | 13 | 1908 |
| | '40 | 1 | 4 | 2 | 6 | 1 | 25 | 1 | 2 | 11 | 4 | 3 | 5 | 1 | 1 | 3 | 6 | 16 | 2 | 2 | 5 | 33 | 2 | 14 | 4 | 378 |
| | '39 | 6 | 2 | 3 | 5 | | 11 | 1 | 2 | 10 | | 29 | 13 | | 1 | 4 | | 10 | 11 | | 3 | 22 | 1 | 10 | 2 | 431 |
| | Before '39 | 14 | 12 | 15 | 30 | 2 | 20 | 2 | 14 | 26 | 12 | 44 | 39 | 8 | 2 | 12 | 11 | 23 | 12 | 3 | 3 | 103 | 3 | 42 | 3 | 1173 |
| | Unid.* | 4 | 3 | 4 | 6 | | 64 | 1 | 1 | 12 | 26 | 84 | 11 | 9 | | 1 | 27 | 30 | 7 | | 8 | 12 | 1 | 5 | 1 | 809 |
| | Total | 4775 | 1226 | 888 | 4693 | 2197 | 8831 | 7826 | 3174 | 10209 | 6022 | 5151 | 12101 | 861 | 2909 | 2617 | 5021 | 17704 | 1565 | 655 | 5227 | 6172 | 3225 | 6288 | 1354 | 265129 |
| WHITE-STERLING | '57 | 53 | 3 | 34 | 335 | 30 | 457 | 148 | 1 | 545 | 85 | 132 | 710 | 41 | 28 | 2 | 86 | 618 | 10 | | 149 | 30 | 35 | 123 | 37 | 6395 |
| | '56 | 114 | 2 | 27 | 798 | 62 | 1274 | 368 | 3 | 898 | 156 | 229 | 1164 | 42 | 79 | 4 | 567 | 1218 | 38 | 12 | 284 | 86 | 135 | 183 | 36 | 13464 |
| | '55 | 99 | 1 | 63 | 604 | 29 | 1007 | 368 | 7 | 844 | 134 | 207 | 995 | 63 | 100 | 11 | 270 | 1083 | 54 | 3 | 236 | 67 | 151 | 186 | 20 | 11992 |
| | '54 | 69 | 5 | 24 | 450 | 43 | 753 | 262 | 10 | 728 | 143 | 63 | 1221 | 40 | 83 | 20 | 276 | 996 | 27 | 6 | 173 | 33 | 84 | 140 | 15 | 9554 |
| | '53 | 101 | 2 | 10 | 489 | 55 | 818 | 359 | 7 | 792 | 175 | 67 | 577 | 66 | 103 | 12 | 158 | 814 | 49 | 9 | 208 | 72 | 95 | 160 | 10 | 9621 |
| | '52 | 84 | 10 | 26 | 320 | 41 | 690 | 326 | 7 | 663 | 223 | 106 | 778 | 40 | 112 | 19 | 147 | 723 | 37 | 6 | 157 | 98 | 99 | 133 | 28 | 8914 |
| | '51 | 90 | 10 | 28 | 476 | 46 | 1047 | 228 | 4 | 767 | 219 | 110 | 905 | 57 | 111 | 10 | 161 | 620 | 45 | 10 | 165 | 133 | 119 | 172 | 19 | 9855 |
| | '50 | 81 | 4 | 19 | 502 | 39 | 1017 | 256 | 9 | 847 | 168 | 56 | 653 | 58 | 89 | 14 | 177 | 481 | 37 | 4 | 117 | 98 | 119 | 225 | 25 | 9220 |
| | '49 | 34 | 2 | 15 | 296 | 29 | 672 | 136 | 3 | 534 | 92 | 40 | 432 | 25 | 43 | 6 | 85 | 214 | 18 | 3 | 83 | 65 | 66 | 92 | 15 | 1572 |
| | '48 | 61 | 5 | 19 | 328 | 32 | 754 | 168 | 20 | 570 | 92 | 83 | 609 | 36 | 55 | 15 | 96 | 307 | 25 | 9 | 80 | 154 | 133 | 170 | 22 | 6809 |
| | '47 | 86 | 4 | 29 | 356 | 35 | 744 | 127 | 19 | 605 | 83 | 90 | 719 | 36 | 46 | 15 | 95 | 277 | 43 | 11 | 103 | 153 | 132 | 204 | 40 | 7138 |
| | '46 | 41 | 8 | 24 | 221 | 32 | 553 | 70 | 7 | 317 | 48 | 71 | 334 | 27 | 30 | 5 | 54 | 126 | 19 | 5 | 69 | 82 | 72 | 118 | 15 | 4561 |
| | '45 | 27 | 5 | 6 | 112 | 10 | 293 | 32 | 12 | 164 | 45 | 43 | 206 | 14 | 15 | 3 | 17 | 91 | 15 | 2 | 37 | 85 | 39 | 69 | 15 | 2658 |
| | '44 | 12 | 1 | 2 | 37 | 6 | 122 | 16 | 3 | 74 | 12 | 23 | 88 | 4 | 7 | 7 | 9 | 34 | 10 | | 10 | 29 | 14 | 35 | 3 | 1139 |
| | '43 | 11 | 3 | 3 | 12 | 7 | 20 | 4 | 1 | 36 | 8 | 10 | 19 | | 1 | | 5 | 10 | 3 | | 8 | 13 | 2 | 11 | 5 | 423 |
| | '42 | 20 | 7 | 7 | 16 | 12 | 51 | 18 | 1 | 46 | 12 | 43 | 39 | 3 | 5 | 7 | 12 | 16 | 15 | | 19 | 46 | 16 | 30 | 8 | 1073 |
| | '41 | 24 | 3 | 7 | 70 | 8 | 219 | 34 | 2 | 119 | 20 | 29 | 98 | 9 | 4 | | 16 | 39 | 6 | 1 | 17 | 77 | 25 | 52 | 9 | 1805 |
| | '40 | 3 | 1 | 7 | 19 | 3 | 71 | 4 | | 75 | 13 | 13 | 32 | 4 | | | 1 | 15 | 4 | 2 | 12 | 19 | 5 | 13 | 1 | 656 |
| | '39 | 1 | 1 | | 13 | 1 | 48 | 2 | 1 | 27 | 4 | 9 | 30 | 1 | 3 | | 6 | 6 | 1 | | 3 | 17 | 4 | 7 | 5 | 418 |
| | Before '39 | 5 | 5 | 23 | 88 | 3 | 212 | 11 | 4 | 106 | 15 | 28 | 91 | 15 | 6 | 2 | 6 | 30 | 6 | | 21 | 90 | 14 | 40 | 7 | 1955 |
| | Unid.* | | | 3 | 13 | 1 | 41 | 1 | | 13 | 8 | 15 | 9 | 11 | 1 | | 9 | 13 | 1 | | 3 | 12 | | 1 | | 624 |
| | Total | 1016 | 82 | 376 | 5555 | 524 | 10863 | 2938 | 121 | 8770 | 1755 | 1467 | 9707 | 592 | 921 | 152 | 2253 | 7731 | 483 | 83 | 1954 | 1459 | 1359 | 2164 | 335 | 113446 |
| WILLYS | '57 | 98 | 71 | 133 | 210 | 65 | 812 | 157 | 38 | 416 | 64 | 415 | 600 | 29 | 73 | 73 | 67 | 271 | 68 | 105 | 123 | 152 | 458 | 203 | 200 | 9090 |
| | '56 | 112 | 86 | 149 | 138 | 191 | 631 | 226 | 87 | 282 | 96 | 596 | 681 | 32 | 66 | 158 | 43 | 330 | 73 | 73 | 201 | 297 | 616 | 168 | 148 | 9991 |
| | '55 | 210 | 183 | 118 | 123 | 103 | 590 | 220 | 45 | 257 | 122 | 684 | 607 | 16 | 57 | 181 | 48 | 349 | 151 | 70 | 230 | 412 | 428 | 221 | 262 | 10467 |
| | '54 | 154 | 92 | 72 | 100 | 71 | 463 | 177 | 38 | 166 | 85 | 490 | 922 | 16 | 41 | 159 | 30 | 324 | 117 | 46 | 116 | 246 | 270 | 141 | 175 | 7752 |
| | '53 | 333 | 142 | 122 | 286 | 104 | 781 | 453 | 68 | 535 | 135 | 720 | 528 | 28 | 88 | 288 | 103 | 558 | 160 | 89 | 174 | 390 | 586 | 380 | 264 | 13446 |
| | '52 | 276 | 128 | 84 | 221 | 57 | 442 | 294 | 72 | 379 | 177 | 624 | 791 | 11 | 85 | 167 | 66 | 468 | 123 | 60 | 211 | 332 | 393 | 292 | 209 | 10578 |
| | '51 | 452 | 136 | 124 | 554 | 137 | 912 | 537 | 173 | 709 | 267 | 911 | 1106 | 55 | 174 | 348 | 185 | 1040 | 172 | 104 | 253 | 582 | 867 | 413 | 331 | 19012 |
| | '50 | 304 | 100 | 84 | 483 | 136 | 690 | 402 | 158 | 459 | 315 | 716 | 829 | 45 | 167 | 276 | 164 | 917 | 138 | 58 | 262 | 462 | 811 | 324 | 273 | 15611 |
| | '49 | 587 | 97 | 71 | 396 | 110 | 699 | 628 | 164 | 545 | 549 | 630 | 623 | 46 | 255 | 360 | 249 | 1179 | 183 | 45 | 287 | 434 | 1018 | 374 | 246 | 17452 |
| | '48 | 758 | 166 | 181 | 637 | 121 | 1510 | 1630 | 339 | 1217 | 1027 | 1333 | 1348 | 129 | 511 | 821 | 312 | 1984 | 163 | 109 | 588 | 586 | 1905 | 1317 | 328 | 33049 |
| | '47 | 376 | 81 | 79 | 206 | 16 | 638 | 951 | 139 | 411 | 576 | 726 | 547 | 35 | 367 | 464 | 102 | 857 | 68 | 25 | 225 | 298 | 819 | 599 | 189 | 14288 |
| | '46 | 192 | 144 | 99 | 156 | 12 | 639 | 848 | 87 | 343 | 408 | 589 | 285 | 33 | 354 | 262 | 52 | 642 | 34 | 8 | 147 | 187 | 627 | 693 | 59 | 11311 |
| | '45 | 22 | 14 | 19 | 24 | 1 | 79 | 82 | 16 | 33 | 43 | 126 | 11 | 10 | 42 | 21 | 6 | 79 | 7 | 1 | 17 | 22 | 60 | 41 | 7 | 1402 |
| | '44 | 6 | 23 | 4 | 15 | | 43 | 43 | | 8 | 27 | 55 | 3 | | 25 | 7 | 3 | 18 | 7 | | 8 | 13 | 22 | 7 | 2 | 640 |
| | '43 | 9 | 26 | 3 | 10 | | 20 | 56 | 1 | 4 | 33 | 90 | | | 26 | 9 | 1 | 42 | 6 | | 5 | 15 | 12 | 14 | 9 | 810 |
| | '42 | 24 | 41 | 9 | 11 | 1 | 49 | 142 | 9 | 11 | 74 | 230 | 5 | 4 | 93 | 9 | 12 | 142 | 15 | 1 | 20 | 71 | 46 | 27 | 7 | 2062 |
| | '41 | 12 | 15 | 5 | 3 | 2 | 15 | 17 | 9 | 13 | 22 | 55 | 29 | 5 | 16 | 9 | 10 | 18 | 6 | | 4 | 36 | 11 | 5 | 4 | 797 |
| | '40 | 6 | 4 | 3 | 2 | | 13 | 14 | 3 | 23 | 11 | 44 | 18 | 2 | 11 | 2 | 8 | 21 | 3 | 2 | 2 | 45 | 9 | 5 | | 604 |
| | '39 | 3 | | 3 | 2 | | 1 | 3 | | 10 | 3 | 3 | 11 | | 1 | 2 | 4 | 4 | | | 1 | 4 | | | 1 | 102 |
| | Before '39 | 5 | 3 | 5 | 3 | 4 | 16 | 4 | 5 | 13 | 13 | 22 | 16 | 2 | 2 | 4 | 2 | 24 | 2 | 1 | 5 | 42 | 2 | 19 | 1 | 564 |
| | Unid.* | 5 | 1 | 3 | 17 | 7 | 73 | 1 | 1 | 12 | 21 | 160 | 6 | 7 | 1 | 7 | 14 | 31 | 3 | | 4 | 14 | | 16 | | 800 |
| | Total | 3944 | 1555 | 1370 | 3597 | 1138 | 9118 | 6885 | 1452 | 5846 | 4068 | 9219 | 8966 | 505 | 2455 | 3627 | 1481 | 9308 | 1499 | 797 | 2883 | 4650 | 8958 | 5259 | 2715 | 179918 |

Unid.*—Unidentified as to model year. Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

***For Summary of Trucks in Use by Makes, by Model Year, see page 120***

# TRUCKS IN USE BY MAKES, STATES,

| | Model Yr. | Ala. | Ariz. | Ark. | Calif. | Colo. | Conn. | Del. | D. C. | Fla. | Ga. | Idaho | Ill. | Ind. | Iowa | Kan. | Ky. | La. | Me. | Md. | Mass. | Mich. | Minn. | Miss. | Mo. | Mont. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALL OTHERS | '57 | 61 | 133 | 88 | 1357 | 6095 | 117 | 9 | 16 | 311 | 105 | 60 | 277 | 224 | 93 | 81 | 53 | 165 | 41 | 51 | 268 | 235 | 86 | 20 | 75 | 58 |
| | '56 | 44 | 132 | 234 | 2554 | 10124 | 132 | 43 | 5 | 308 | 149 | 89 | 408 | 231 | 108 | 68 | 70 | 117 | 62 | 41 | 182 | 196 | 112 | 44 | 91 | 92 |
| | '55 | 30 | 85 | 271 | 1908 | 12786 | 107 | 45 | 7 | 140 | 142 | 80 | 310 | 380 | 54 | 41 | 39 | 68 | 28 | 26 | 150 | 137 | 80 | 44 | 76 | 59 |
| | '54 | 21 | 60 | 204 | 1057 | 8488 | 67 | 21 | 8 | 66 | 110 | 31 | 278 | 127 | 44 | 34 | 35 | 50 | 15 | 13 | 119 | 80 | 79 | 40 | 32 | 52 |
| | '53 | 30 | 56 | 217 | 947 | 11477 | 65 | 17 | 1 | 93 | 149 | 60 | 275 | 98 | 36 | 29 | 29 | 60 | 20 | 25 | 150 | 90 | 97 | 44 | 37 | 51 |
| | '52 | 19 | 62 | 244 | 868 | 12261 | 65 | 30 | 6 | 128 | 133 | 43 | 280 | 139 | 44 | 26 | 35 | 59 | 30 | 39 | 149 | 67 | 57 | 29 | 52 | 55 |
| | '51 | 21 | 78 | 266 | 993 | 14876 | 74 | 36 | 13 | 123 | 168 | 59 | 264 | 159 | 62 | 47 | 38 | 52 | 15 | 36 | 166 | 110 | 103 | 46 | 39 | 74 |
| | '50 | 25 | 33 | 267 | 878 | 15955 | 70 | 24 | 10 | 88 | 179 | 60 | 235 | 117 | 49 | 36 | 55 | 60 | 14 | 15 | 137 | 97 | 81 | 63 | 54 | 71 |
| | '49 | 17 | 37 | 222 | 657 | 13525 | 44 | 21 | 6 | 51 | 142 | 77 | 240 | 136 | 69 | 47 | 62 | 67 | 18 | 15 | 126 | 125 | 38 | 39 | 40 | 47 |
| | '48 | 25 | 51 | 179 | 765 | 12818 | 104 | 32 | 5 | 93 | 122 | 65 | 288 | 165 | 59 | 71 | 73 | 73 | 28 | 24 | 203 | 106 | 79 | 30 | 85 | 56 |
| | '47 | 37 | 45 | 104 | 945 | 9276 | 106 | 29 | 6 | 139 | 104 | 81 | 302 | 191 | 86 | 78 | 67 | 63 | 48 | 43 | 206 | 167 | 103 | 24 | 157 | 69 |
| | '46 | 37 | 39 | 87 | 794 | 7327 | 81 | 11 | 2 | 61 | 108 | 66 | 267 | 177 | 75 | 49 | 48 | 26 | 51 | 48 | 145 | 120 | 84 | 27 | 61 | 60 |
| | '45 | 8 | 18 | 11 | 364 | 1423 | 25 | 3 | ..... | 25 | 29 | 44 | 90 | 28 | 24 | 22 | 9 | 21 | 34 | 3 | 68 | 13 | 33 | 2 | 16 | 45 |
| | '44 | 7 | 6 | 5 | 222 | 665 | 7 | 6 | ..... | 6 | 11 | 12 | 45 | 3 | 13 | 9 | ..... | 11 | 17 | 2 | 46 | 3 | 16 | 8 | 7 | 18 |
| | '43 | 3 | 2 | 2 | 92 | 282 | 3 | ..... | ..... | 7 | 6 | 8 | 13 | 2 | 7 | 4 | 2 | 7 | ..... | 3 | 28 | 1 | 7 | 2 | 3 | 4 |
| | '42 | 5 | 11 | 21 | 176 | 2839 | 8 | 17 | 3 | 34 | 25 | 24 | 57 | 30 | 17 | 16 | 16 | 19 | 15 | 5 | 61 | 9 | 24 | 2 | 16 | 13 |
| | '41 | 16 | 13 | 37 | 381 | 4540 | 20 | 13 | ..... | 45 | 33 | 37 | 84 | 45 | 47 | 31 | 21 | 25 | 24 | 5 | 70 | 31 | 43 | 4 | 21 | 25 |
| | '40 | 11 | 15 | 20 | 227 | 3086 | 14 | 5 | ..... | 18 | 34 | 36 | 77 | 35 | 25 | 24 | 23 | 10 | 21 | 4 | 67 | 24 | 31 | 9 | 30 | 12 |
| | '39 | 2 | 4 | 11 | 169 | 2351 | 14 | 1 | ..... | 21 | 15 | 13 | 27 | 31 | 26 | 12 | 20 | 7 | 15 | 3 | 38 | 11 | 31 | 3 | 8 | 15 |
| | Before '39 | 13 | 33 | 25 | 991 | 7697 | 67 | 9 | 3 | 76 | 26 | 88 | 288 | 111 | 178 | 69 | 48 | 28 | 146 | 22 | 502 | 47 | 219 | 16 | 73 | 67 |
| | Unid.* | 49 | 29 | 482 | 52 | 245 | 54 | 30 | 21 | 147 | 56 | 46 | 236 | 174 | 484 | 19 | 61 | 146 | 28 | 106 | 93 | 142 | 8 | 151 | 933 | 88 |
| | Total.. | 481 | 942 | 2997 | 16397 | 158136 | 1244 | 402 | 112 | 1980 | 1846 | 1079 | 4341 | 2603 | 1600 | 813 | 804 | 1134 | 670 | 529 | 2974 | 1811 | 1411 | 647 | 1906 | 1031 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

## Summary of Trucks in Use, by States

*As of July 1, 1957*

*Based on data from the Reuben H. Donnelley Corp.*

| State | Units | % of Total |
|---|---|---|
| Alabama | 191,623 | 1.96 |
| Arizona | 86,659 | .89 |
| Arkansas | 157,865 | 1.61 |
| California | 861,722 | 8.82 |
| Colorado | 158,136 | 1.62 |
| Connecticut | 98,356 | 1.01 |
| Delaware | 27,715 | .28 |
| District of Columbia | 22,458 | .23 |
| Florida | 242,067 | 2.48 |
| Georgia | 240,245 | 2.46 |
| Idaho | 86,181 | .88 |
| Illinois | 411,683 | 4.21 |
| Indiana | 307,991 | 3.15 |
| Iowa | 220,655 | 2.26 |
| Kansas | 229,847 | 2.35 |
| Kentucky | 189,807 | 1.94 |
| Louisiana | 183,320 | 1.88 |
| Maine | 63,448 | .65 |
| Maryland | 111,944 | 1.15 |
| Massachusetts | 170,386 | 1.74 |
| Michigan | 305,933 | 3.13 |
| Minnesota | 241,843 | 2.47 |
| Mississippi | 165,921 | 1.70 |
| Missouri | 282,182 | 2.89 |
| Montana | 91,341 | .93 |
| Nebraska | 146,519 | 1.50 |
| Nevada | 29,496 | .30 |
| New Hampshire | 38,267 | .39 |
| New Jersey | 225,251 | 2.30 |
| New Mexico | 67,697 | .69 |
| New York | 455,660 | 4.66 |
| North Carolina | 271,084 | 2.77 |
| North Dakota | 95,466 | .98 |
| Ohio | 390,542 | 3.99 |
| Oklahoma | 237,060 | 2.42 |
| Oregon | 159,843 | 1.63 |
| Pennsylvania | 467,880 | 4.79 |
| Rhode Island | 33,184 | .34 |
| South Carolina | 128,532 | 1.31 |
| South Dakota | 78,415 | .80 |
| Tennessee | 191,446 | 1.96 |
| Texas | 726,286 | 7.44 |
| Utah | 56,053 | .57 |
| Vermont | 24,674 | .25 |
| Virginia | 194,756 | 1.99 |
| Washington | 202,110 | 2.07 |
| West Virginia | 129,441 | 1.32 |
| Wisconsin | 227,556 | 2.33 |
| Wyoming | 49,621 | .51 |
| Total | 9,775,950 | 100.00 |

## Trucks in Use by Makes and by Model Year

*As of July 1, 1957*

*Based on Data from The Reuben H. Donnelley Corp.*

| Model Year | Auto-car | Brock-way | Chev-rolet | Dia-mond T | Divco | Dodge, Ply-mouth | Fed-eral | Ford | G.M.C. | Inter-national | Mack | Pon-tiac | Reo | Stude-baker | White-Sterling | Willys | All Others | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1957 | ..... | 436 | 152,924 | 2,081 | 1,507 | 28,545 | 23 | 105,101 | 32,724 | 46,694 | 6,405 | ..... | 1,570 | 4,179 | 6,395 | 9,090 | 7,464 | 406,138 |
| 1956 | ..... | 1,012 | 216,777 | 3,668 | 3,171 | 55,631 | 43 | 323,914 | 83,153 | 96,828 | 12,111 | ..... | 2,675 | 7,626 | 13,464 | 9,991 | 10,794 | 840,858 |
| 1955 | ..... | 1,116 | 371,813 | 3,203 | 3,226 | 61,550 | 46 | 256,621 | 67,819 | 97,310 | 9,893 | ..... | 2,542 | 12,713 | 11,992 | 10,467 | 8,537 | 918,848 |
| 1954 | 1,073 | 1,478 | 249,050 | 2,430 | 2,609 | 53,270 | 246 | 200,896 | 50,184 | 77,896 | 5,999 | 398 | 2,032 | 5,370 | 9,554 | 7,752 | 5,513 | 675,750 |
| 1953 | 1,443 | 1,796 | 276,444 | 2,838 | 2,702 | 80,020 | 526 | 232,596 | 82,745 | 76,501 | 5,438 | 794 | 2,917 | 24,429 | 9,621 | 13,446 | 5,432 | 819,688 |
| 1952 | 1,194 | 1,397 | 242,985 | 2,680 | 2,791 | 91,010 | 563 | 178,105 | 68,362 | 90,427 | 5,659 | 614 | 2,491 | 25,651 | 8,914 | 10,578 | 5,530 | 738,951 |
| 1951 | 1,671 | 1,878 | 335,258 | 3,462 | 3,978 | 81,089 | 677 | 229,442 | 78,734 | 86,902 | 7,651 | 1,129 | 2,405 | 29,943 | 9,855 | 19,012 | 6,320 | 899,406 |
| 1950 | 1,446 | 1,790 | 352,732 | 3,665 | 4,348 | 95,745 | 702 | 272,426 | 89,719 | 74,079 | 6,523 | 1,348 | 2,178 | 31,919 | 9,220 | 15,611 | 5,620 | 969,071 |
| 1949 | 1,145 | 1,035 | 287,306 | 3,087 | 3,370 | 92,860 | 572 | 167,108 | 58,297 | 78,164 | 4,304 | 1,098 | 2,264 | 59,383 | 5,172 | 17,452 | 4,974 | 787,591 |
| 1948 | 1,677 | 1,679 | 235,592 | 5,956 | 5,113 | 85,269 | 1,486 | 174,316 | 54,852 | 86,673 | 5,712 | ..... | 5,766 | 17,705 | 6,809 | 33,049 | 6,130 | 727,784 |
| 1947 | 2,493 | 2,050 | 143,114 | 4,991 | 4,749 | 74,591 | 1,878 | 113,743 | 29,427 | 75,407 | 7,114 | ..... | 4,000 | 24,204 | 7,138 | 14,288 | 7,163 | 516,350 |
| 1946 | 2,273 | 1,677 | 166,458 | 1,968 | 3,237 | 63,611 | 1,120 | 102,083 | 13,884 | 49,312 | 2,217 | ..... | 3,198 | 14,132 | 4,561 | 11,311 | 5,372 | 446,414 |
| 1945 | 1,120 | 784 | 17,389 | 1,157 | 1,159 | 10,134 | 501 | 22,090 | 5,552 | 14,561 | 2,246 | ..... | 1,038 | 1,446 | 2,658 | 1,402 | 2,090 | 85,327 |
| 1944 | 506 | 351 | 6,959 | 446 | 183 | 3,057 | 259 | 7,696 | 2,419 | 6,666 | 995 | ..... | 224 | 656 | 1,139 | 640 | 939 | 33,135 |
| 1943 | 117 | 30 | 1,621 | 115 | 74 | 1,186 | 149 | 4,288 | 1,281 | 2,044 | 190 | ..... | 92 | 240 | 423 | 810 | 451 | 13,111 |
| 1942 | 547 | 88 | 40,141 | 469 | 427 | 14,660 | 214 | 27,774 | 9,133 | 11,700 | 808 | ..... | 468 | 834 | 1,073 | 2,062 | 1,388 | 111,786 |
| 1941 | 767 | 414 | 76,409 | 1,206 | 1,357 | 28,526 | 169 | 53,809 | 13,437 | 27,856 | 2,558 | ..... | 322 | 1,908 | 1,805 | 797 | 2,338 | 213,678 |
| 1940 | 373 | 204 | 51,024 | 910 | 762 | 17,567 | 116 | 36,095 | 8,386 | 15,570 | 1,502 | ..... | 73 | 378 | 656 | 604 | 1,748 | 135,968 |
| 1939 | 323 | 157 | 33,023 | 639 | 580 | 13,820 | 94 | 23,701 | 5,174 | 10,485 | 1,051 | ..... | 80 | 431 | 418 | 192 | 1,153 | 91,321 |
| Earlier | 732 | 370 | 84,548 | 2,420 | 481 | 30,410 | 389 | 112,829 | 10,125 | 24,731 | 2,605 | ..... | 1,194 | 1,173 | 1,955 | 564 | 7,163 | 281,689 |
| Unid.* | 529 | 88 | 10,942 | 290 | 100 | 2,915 | 69 | 7,810 | 2,753 | 3,503 | 398 | 1,982 | 193 | 809 | 624 | 800 | 29,281 | 63,086 |
| Totals | 19,429 | 19,830 | 3,353,509 | 47,681 | 45,924 | 985,466 | 9,842 | 2,652,443 | 768,160 | 1,053,309 | 91,379 | 7,363 | 37,722 | 265,129 | 113,446 | 179,918 | 125,400 | 9,775,950 |

* Unidentified as to model year.

# AND MODEL YEAR—*concluded*

| Model | Yr. | Neb. | Nev. | N.H. | N. J. | N.M. | N. Y. | N. C. | N. D. | Ohio | Okla. | Ore. | Pa. | R. I. | S. C. | S. D. | Tenn. | Tex. | Utah | Vt. | Va. | Wash. | W.Va. | Wis. | Wyo. | Totals |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALL OTHERS | '57 | 75 | 24 | 68 | 406 | 20 | 534 | 122 | 7 | 278 | 40 | 303 | 380 | 42 | 35 | 12 | 71 | 233 | 57 | 26 | 55 | 363 | 19 | 201 | 24 | 7464 |
| | '56 | 72 | 68 | 55 | 507 | 56 | 956 | 75 | 9 | 236 | 73 | 450 | 595 | 33 | 56 | 40 | 91 | 263 | 171 | 30 | 75 | 687 | 194 | 298 | 21 | 10794 |
| | '55 | 134 | 30 | 43 | 399 | 249 | 703 | 48 | 5 | 162 | 56 | 411 | 393 | 24 | 35 | 17 | 92 | 270 | 115 | 19 | 38 | 578 | 21 | 256 | 23 | 8537 |
| | '54 | 35 | 36 | 30 | 247 | 85 | 447 | 35 | 4 | 82 | 21 | 204 | 398 | 31 | 22 | 17 | 88 | 170 | 66 | 6 | 25 | 466 | 16 | 200 | 12 | 5513 |
| | '53 | 29 | 21 | 20 | 223 | 73 | 588 | 40 | 25 | 122 | 39 | 185 | 166 | 42 | 23 | 20 | 68 | 186 | 89 | 17 | 29 | 467 | 8 | 201 | 9 | 5432 |
| | '52 | 56 | 18 | 18 | 222 | 70 | 439 | 31 | 20 | 111 | 30 | 246 | 227 | 13 | 22 | 20 | 98 | 291 | 91 | 9 | 25 | 422 | 30 | 229 | 21 | 5530 |
| | '51 | 44 | 14 | 29 | 296 | 67 | 565 | 65 | 4 | 116 | 39 | 239 | 260 | 27 | 51 | 33 | 115 | 218 | 115 | 16 | 39 | 457 | 34 | 300 | 16 | 6320 |
| | '50 | 28 | 5 | 33 | 256 | 79 | 599 | 86 | 7 | 102 | 36 | 206 | 159 | 26 | 29 | 21 | 143 | 192 | 76 | 7 | 44 | 421 | 19 | 190 | 19 | 5620 |
| | '49 | 19 | 14 | 27 | 200 | 46 | 568 | 56 | 21 | 84 | 32 | 167 | 206 | 15 | 29 | 24 | 118 | 151 | 53 | 7 | 42 | 310 | 67 | 262 | 25 | 4974 |
| | '48 | 38 | 20 | 40 | 183 | 76 | 727 | 50 | 41 | 143 | 70 | 219 | 305 | 36 | 54 | 42 | 106 | 302 | 50 | 16 | 41 | 363 | 38 | 264 | 20 | 6130 |
| | '47 | 47 | 29 | 58 | 181 | 47 | 655 | 344 | 49 | 227 | 56 | 223 | 405 | 32 | 61 | 33 | 62 | 172 | 52 | 31 | 50 | 475 | 93 | 389 | 35 | 7163 |
| | '46 | 38 | 21 | 41 | 158 | 44 | 556 | 177 | 30 | 162 | 46 | 145 | 212 | 22 | 27 | 35 | 109 | 116 | 46 | 18 | 39 | 387 | 33 | 262 | 33 | 5372 |
| | '45 | 12 | 14 | 13 | 33 | 20 | 289 | 44 | 1 | 27 | 21 | 92 | 83 | 1 | 3 | 8 | 8 | 62 | 35 | 6 | 6 | 201 | 8 | 110 | 10 | 2090 |
| | '44 | 5 | 7 | 17 | 12 | 5 | 86 | 18 | 4 | 10 | 8 | 23 | 24 | 6 | 6 | 6 | 1 | 16 | 20 | 2 | 3 | 108 | 1 | 53 | 6 | 939 |
| | '43 | 4 | 2 | 2 | 3 | 5 | 34 | 2 | 3 | 6 | 7 | 10 | 50 | | 2 | 1 | 1 | 12 | 4 | | 3 | 66 | 1 | 21 | 1 | 451 |
| | '42 | 22 | 7 | 18 | 26 | 7 | 88 | 12 | 8 | 25 | 23 | 56 | 52 | 8 | 13 | 5 | 8 | 52 | 12 | 3 | 16 | 191 | 6 | 64 | 8 | 1388 |
| | '41 | 13 | 7 | 33 | 57 | 19 | 236 | 39 | 3 | 35 | 22 | 99 | 113 | 4 | 12 | 12 | 26 | 57 | 18 | 9 | 10 | 253 | 8 | 137 | 8 | 2338 |
| | '40 | 10 | 5 | 33 | 35 | 9 | 190 | 65 | 12 | 33 | 9 | 50 | 81 | 11 | 16 | 9 | 15 | 41 | 19 | 8 | 7 | 176 | 10 | 100 | 4 | 1748 |
| | '39 | 10 | 4 | 13 | 23 | 1 | 111 | 44 | 6 | 23 | 13 | 40 | 88 | 4 | 11 | 6 | 19 | 17 | 16 | 5 | 7 | 86 | 5 | 82 | 8 | 1153 |
| | Before '39 | 60 | 46 | 176 | 139 | 17 | 583 | 86 | 66 | 88 | 61 | 139 | 653 | 22 | 29 | 40 | 52 | 308 | 39 | 81 | 40 | 519 | 19 | 611 | 18 | 7163 |
| | Unid.* | 116 | 3 | 58 | 67 | 14 | 23848 | 71 | 1 | 84 | 45 | 154 | 120 | 18 | 11 | 4 | 272 | 311 | 11 | | 10 | 213 | 5 | 91 | 21 | 29281 |
| | Total | 867 | 395 | 825 | 3673 | 1009 | 32802 | 1510 | 326 | 2156 | 747 | 3863 | 4970 | 417 | 547 | 405 | 1563 | 3460 | 1155 | 316 | 604 | 7209 | 635 | 4321 | 342 | 125400 |

Unid.*—Unidentified as to model year.

Data from the Reuben H. Donnelley Corp. are as of July 1, 1957.

## Summary of Passenger Cars in Use, by States

*As of July 1, 1957*

*Based on data from the Reuben H. Donnelley Corp.*

| State | Units | % of Total | State | Units | % of Total | State | Units | % of Total |
|---|---|---|---|---|---|---|---|---|
| Alabama | 825,422 | 1.60 | Maine | 253,265 | .49 | Oklahoma | 717,429 | 1.39 |
| Arizona | 340,348 | .66 | Maryland | 755,950 | 1.47 | Oregon | 606,464 | 1.18 |
| Arkansas | 390,709 | .76 | Massachusetts | 1,456,810 | 2.83 | Pennsylvania | 3,214,262 | 6.25 |
| California | 5,279,102 | 10.27 | Michigan | 2,612,987 | 5.08 | Rhode Island | 248,893 | .48 |
| Colorado | 576,621 | 1.12 | Minnesota | 1,111,141 | 2.16 | South Carolina | 583,140 | 1.13 |
| Connecticut | 796,082 | 1.55 | Mississippi | 429,125 | .83 | South Dakota | 217,592 | .42 |
| Delaware | 143,348 | .28 | Missouri | 1,209,343 | 2.35 | Tennessee | 846,311 | 1.65 |
| District of Columbia | 199,315 | .39 | Montana | 213,570 | .42 | Texas | 2,786,405 | 5.43 |
| Florida | 1,458,552 | 2.84 | Nebraska | 485,045 | .94 | Utah | 251,898 | .49 |
| Georgia | 951,725 | 1.85 | Nevada | 103,733 | .20 | Vermont | 107,540 | .21 |
| Idaho | 215,618 | .42 | New Hampshire | 168,457 | .33 | Virginia | 978,255 | 1.90 |
| Illinois | 3,034,458 | 5.90 | New Jersey | 1,822,523 | 3.54 | Washington | 924,047 | 1.80 |
| Indiana | 1,501,797 | 2.92 | New Mexico | 226,327 | .44 | West Virginia | 499,226 | .97 |
| Iowa | 907,484 | 1.76 | New York | 3,975,544 | 7.73 | Wisconsin | 1,178,594 | 2.29 |
| Kansas | 780,766 | 1.52 | North Carolina | 1,127,287 | 2.19 | Wyoming | 112,253 | .22 |
| Kentucky | 776,577 | 1.51 | North Dakota | 196,216 | .39 | | | |
| Louisiana | 771,569 | 1.50 | Ohio | 3,061,315 | 5.95 | Total | 51,432,460 | 100.00 |

## Passenger Cars in Use by Makes and by Model Year

*As of July 1, 1957*

*Based on Data from The Reuben H. Donnelley Corp.*

| Model Year | Total | Buick | Cadillac | Chevrolet | Chrysler | De Soto | Dodge | Ford | Hudson | Kaiser-Frazer-Henry J | Lincoln | Mercury | Nash | Oldsmobile | Packard | Plymouth | Pontiac | Studebaker | Willys | All Others |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1957 | 3,606,605 | 242,485 | 80,441 | 865,684 | 80,672 | 63,732 | 154,790 | 972,048 | 3,534 | | 24,062 | 158,078 | 54,282 | 225,633 | 2,382 | 351,621 | 187,914 | 35,599 | 6,749 | 96,899 |
| 1956 | 5,916,162 | 533,261 | 141,239 | 1,480,809 | 123,262 | 102,724 | 223,392 | 1,360,588 | 25,786 | 246 | 46,899 | 305,409 | 69,599 | 454,641 | 26,139 | 477,194 | 380,631 | 67,609 | 11,436 | 85,298 |
| 1955 | 6,899,679 | 696,419 | 129,015 | 1,629,330 | 148,850 | 108,095 | 261,394 | 1,353,962 | 40,866 | 551 | 25,779 | 310,958 | 93,857 | 550,184 | 50,585 | 606,902 | 519,385 | 110,281 | 16,084 | 47,272 |
| 1954 | 4,576,684 | 416,544 | 87,527 | 1,113,146 | 94,557 | 70,753 | 152,439 | 1,100,151 | 43,521 | 7,581 | 33,788 | 240,674 | 77,353 | 334,637 | 28,842 | 384,420 | 272,998 | 67,095 | 16,677 | 31,981 |
| 1953 | 5,652,209 | 449,392 | 96,133 | 1,281,230 | 152,030 | 118,733 | 284,668 | 1,160,115 | 57,607 | 37,843 | 37,235 | 285,243 | 113,040 | 310,471 | 81,004 | 565,534 | 388,304 | 144,165 | 51,261 | 36,201 |
| 1952 | 3,575,240 | 274,992 | 80,457 | 784,146 | 84,159 | 77,797 | 207,639 | 611,606 | 59,213 | 44,370 | 24,630 | 154,599 | 126,777 | 191,092 | 55,267 | 327,055 | 245,646 | 152,338 | 39,126 | 32,331 |
| 1951 | 5,072,314 | 354,908 | 95,164 | 1,136,971 | 127,339 | 88,441 | 242,427 | 879,285 | 102,062 | 142,924 | 26,421 | 261,325 | 161,399 | 245,410 | 80,640 | 505,648 | 326,681 | 210,944 | 33,671 | 31,234 |
| 1950 | 5,538,667 | 551,069 | 90,089 | 1,235,351 | 151,820 | 115,229 | 304,535 | 1,022,480 | 84,650 | 12,154 | 22,301 | 242,004 | 113,063 | 333,577 | 52,035 | 507,684 | 382,356 | 261,863 | 34,246 | 21,441 |
| 1949 | 3,870,956 | 223,769 | 77,253 | 868,611 | 115,076 | 88,964 | 242,943 | 750,153 | 85,134 | 37,672 | 37,248 | 187,881 | 66,859 | 201,511 | 58,909 | 463,014 | 231,541 | 90,333 | 30,483 | 13,602 |
| 1948 | 2,020,999 | 120,595 | 39,902 | 540,622 | 75,986 | 52,830 | 155,406 | 153,013 | 41,291 | 38,531 | 3,360 | 26,517 | 53,125 | 96,838 | 43,723 | 254,621 | 155,363 | 101,602 | 42,905 | 18,769 |
| 1947 | 1,637,011 | 104,608 | 37,825 | 432,430 | 53,531 | 41,860 | 133,437 | 214,330 | 20,778 | 22,147 | 4,361 | 37,898 | 33,358 | 75,152 | 14,873 | 201,145 | 110,856 | 58,953 | 33,791 | 5,678 |
| 1946 | 890,616 | 45,875 | 15,314 | 211,049 | 30,848 | 25,692 | 72,491 | 186,876 | 14,322 | | 2,246 | 29,806 | 20,563 | 32,962 | 8,688 | 110,470 | 49,959 | 6,841 | 24,747 | 1,847 |
| '45-'42 | 184,519 | 8,853 | 4,265 | 52,755 | 4,047 | 2,840 | 11,797 | 35,482 | 2,143 | | 573 | 3,275 | 2,091 | 5,436 | 3,225 | 21,317 | 9,429 | 4,979 | 10,690 | 1,302 |
| 1941 | 898,539 | 45,818 | 17,811 | 237,160 | 24,966 | 14,302 | 36,607 | 101,893 | 5,306 | | 1,882 | 11,175 | 5,363 | 30,487 | 8,057 | 97,699 | 40,988 | 14,641 | 3,005 | 1,379 |
| 1940 | 475,853 | 35,562 | 6,586 | 150,793 | 13,028 | 9,378 | 30,725 | 88,023 | 3,500 | | 1,289 | 8,458 | 3,338 | 19,675 | 7,731 | 60,819 | 25,525 | 8,421 | 1,932 | 1,050 |
| 1939 | 260,686 | 15,879 | 3,944 | 92,342 | 6,387 | 5,195 | 17,066 | 43,771 | 1,582 | | 659 | 4,468 | 1,764 | 9,326 | 3,508 | 34,356 | 13,851 | 5,052 | 586 | 950 |
| Earlier | 646,193 | 33,170 | 6,084 | 167,973 | 10,840 | 7,727 | 39,996 | 223,980 | 4,678 | | 1,326 | | 5,377 | 19,978 | 9,375 | 73,438 | 24,801 | 7,400 | 2,250 | 7,800 |
| Unid.* | 109,528 | 5,210 | 1,767 | 18,311 | 2,329 | 1,422 | 3,778 | 13,793 | 931 | 2,022 | 482 | 4,160 | 1,673 | 3,932 | 940 | 7,423 | 4,773 | 2,045 | 1,536 | 33,001 |
| Totals | 51,432,460 | 4,160,429 | 1013556 | 12,298,713 | 1,299,727 | 1,001,714 | 2,576,530 | 10,271,549 | 596,924 | 346,041 | 294,541 | 2,271,928 | 1,024,881 | 3,140,962 | 535,933 | 5,050,260 | 3,371,001 | 1,350,161 | 360,575 | 468,035 |

*—Unidentified as to model year.

# U. S. Exports of Automotive Products, 1955-1957

## Vehicles, Engines, Parts and Equipment

*1957 Data Compiled by Automobile Manufacturers Association, from records of Bureau of the Census*
*All Other Years by Automotive Industries, from records of the Bureau of the Census*

| | 1957 | | 1956 | | 1955 | |
|---|---|---|---|---|---|---|
| | Number | Value | Number | Value | Number | Value |
| **VEHICLES** | | | | | | |
| Passenger Cars and Chassis, New | 141,392 | $299,451,654 | 174,895 | $332,808,705 | 211,611 | $380,641,838 |
| Passenger Cars and Chassis, Used | 8,698 | 7,137,998 | 8,196 | 7,177,200 | 6,663 | 6,671,088 |
| Trucks, Buses and Chassis, New | 192,510 | 433,929,868 | 195,986 | 440,308,407 | 176,051 | 342,073,835 |
| Trucks, Buses and Chassis, Used | 5,166 | 7,877,342 | 4,218 | 7,282,820 | 3,810 | 6,441,555 |
| Special Purpose Vehicles, New | 1,659 | 11,887,935 | 1,561 | 10,007,058 | 1,111 | 6,356,323 |
| Special Purpose Vehicles, Used | 291 | 767,587 | 297 | 768,521 | 313 | 674,410 |
| Trailers | 9,057 | 20,355,956 | 9,889 | 20,964,893 | 5,051 | 12,080,127 |
| Motorcycles | 1,256 | 1,198,995 | 1,202 | 1,393,210 | 1,205 | 1,038,424 |
| Total—New and Used Vehicles | 360,029 | $782,607,335 | 396,235 | $820,710,814 | 405,815 | $755,977,605 |
| **ENGINES** | | | | | | |
| Diesel, Truck and Bus, for Assembly | | | 255 | $549,402 | 372 | $1,707,905 |
| Gasoline, Truck and Bus, for Assembly | 14,569 | $5,990,229 | 18,313 | 5,781,450 | 7,945 | 2,959,713 |
| Passenger Car, for Assembly | | | 18,924 | 3,144,143 | 16,178 | 2,314,098 |
| Diesel, for Replacement | | | 2,118 | 5,314,942 | 1,756 | 3,457,386 |
| Gasoline, for Replacement | 21,934 | 8,585,831 | 23,970 | 5,761,952 | 21,807 | 4,865,017 |
| Total—Engines | 36,503 | $14,576,060 | 63,580 | $20,551,889 | 48,058 | $15,304,119 |
| **PARTS FOR ASSEMBLY** | | | | | | |
| Bodies, Truck and Bus | 2,749 | $3,464,798 | 4,484 | $3,719,673 | 6,515 | $5,181,242 |
| Bodies, Passenger Car | 124 | 67,480 | 378 | 151,502 | 559 | 170,845 |
| Parts, for Cars, Trucks and Buses | ..... | 220,319,634 | ..... | 234,752,990 | ..... | 208,549,790 |
| Total—Parts for Assembly | ..... | $223,851,922 | ..... | $238,624,165 | ..... | $213,901,877 |
| **REPLACEMENT PARTS** | | | | | | |
| Trailer Parts | ..... | $5,242,164 | ..... | $4,805,900 | ..... | $3,279,704 |
| Motorcycle Parts | ..... | 393,874 | ..... | 428,267 | ..... | 453,511 |
| Bodies, Truck and Bus | 753 | 650,363 | 922 | 909,603 | 1,290 | 889,509 |
| Springs, Leaf, lb. | ..... | 4,902,011 | 20,060,204 | 4,136,035 | 19,976,955 | 3,813,674 |
| Shock Absorbers and Parts | ..... | 4,155,947 | ..... | 3,520,540 | ..... | 4,016,052 |
| Instruments for Motor Vehicles | ..... | 1,203,551 | ..... | 1,153,343 | ..... | 925,209 |
| Motor Vehicle Parts, n.e.c. | ..... | 245,975,775 | ..... | 240,865,145 | ..... | 215,380,066 |
| Heaters, Air Conditioners and Parts | ..... | 1,486,048 | ..... | 1,711,122 | ..... | 2,464,535 |
| Accessories and Parts | ..... | 7,602,753 | ..... | 6,172,717 | ..... | 5,916,238 |
| Batteries, storage, 6 and 12 volts | 271,473 | 3,930,274 | 360,701 | 5,205,739 | 465,227 | 7,176,188 |
| Spark Plugs | 24,186,041 | 7,327,221 | 23,370,659 | 7,060,950 | 23,367,122 | 6,978,885 |
| Starting, Lighting and Ignition Equipment | ..... | 30,758,489 | ..... | 30,682,332 | ..... | 26,760,451 |
| Clutch Facings | ..... | 6,137,690 | 1,160,166 | 910,820 | 1,182,728 | 927,597 |
| Brake Lining | | | ..... | 5,380,551 | ..... | 4,995,315 |
| Total—Replacement Parts | ..... | $319,766,160 | ..... | $312,943,064 | ..... | $283,976,934 |
| **GARAGE EQUIPMENT** | | | | | | |
| Service Appliances and Parts | ..... | $14,244,626 | ..... | $14,471,183 | ..... | $13,334,736 |
| Pumps, Gasoline and Oil | 27,662 | 6,564,050 | 31,967 | 7,211,447 | 25,463 | 5,473,088 |
| Lubrication Equipment and Parts | ..... | 7,234,269 | ..... | 7,258,088 | ..... | 5,865,565 |
| Total—Garage Equipment | ..... | $28,042,945 | ..... | $28,940,718 | ..... | $24,673,389 |
| **TIRES AND TUBES** | | | | | | |
| Casings, Truck and Bus | | | 936,615 | $53,626,829 | 808,344 | $38,701,110 |
| Casings, Passenger Car and Motorcycle, and n.e.c. | | | 901,109 | 10,386,621 | 1,152,372 | 12,971,774 |
| Casings, Off-the-Road Vehicles, exclud. Tractors | ..... | $91,284,030 | 156,315 | 20,572,095 | 144,776 | 16,604,009 |
| Tubes, Inner, Passenger Cars | | | 351,623 | 621,897 | 496,430 | 1,110,375 |
| Tubes, Inner, Truck and Bus | | | 534,756 | 2,289,405 | 557,160 | 2,343,690 |
| Tires, Solid | | | 23,737 | 565,137 | 84,150 | 491,854 |
| Camelback, lb. | ..... | ..... | 8,666,425 | 2,687,087 | 9,905,889 | 2,952,510 |
| Tire Sundries and repair material, lb. | ..... | 8,236,727 | 6,137,186 | 5,425,424 | 4,440,019 | 4,346,447 |
| Total—Tires and Tubes | ..... | $99,520,757 | ..... | $96,174,495 | ..... | $79,521,769 |
| Total—All Automotive Products | ..... | $1,468,365,179 | ..... | $1,517,945,145 | ..... | $1,373,355,693 |

# 1957 U. S. Automotive Imports

*As reported by the Automobile Manufacturers Association from the records of the Bureau of the Census*

| Imports from | New Passenger Cars | | Truck and Bus Chassis | | Used Vehicles | | Auto. Parts Value | Total Value of Imports |
|---|---|---|---|---|---|---|---|---|
| | Number | Value | Number | Value | Number | Value | | |
| Canada | 763 | $1,314,510 | 207 | $482,174 | 160 | $99,824 | $2,205,421 | $4,101,929 |
| United Kingdom | 95,510 | 122,599,163 | 149 | 263,991 | 626 | 862,361 | 6,731,376 | 130,456,891 |
| West Germany | 100,042 | 110,829,804 | 7,940 | 8,891,986 | 3,840 | 4,822,621 | 6,197,855 | 130,742,266 |
| Sweden | 12,496 | 14,904,920 | ... | ..... | 10 | 10,194 | 372,200 | 15,287,214 |
| Belgium | 332 | 309,973 | ... | ..... | 16 | 19,922 | 16,554 | 346,449 |
| France | 37,205 | 35,781,415 | 1 | 2,400 | 102 | 100,041 | 1,420,101 | 37,303,957 |
| Czechoslovakia | 386 | 275,525 | ... | ..... | ... | ..... | 7,027 | 282,552 |
| Italy | 9,893 | 12,411,944 | ... | ..... | 82 | 190,717 | 725,213 | 13,327,874 |
| Denmark | 6 | 8,297 | ... | ..... | 1 | 1,000 | 9,128 | 18,425 |
| Netherlands | 66 | 150,905 | ... | ..... | 1 | 999 | 180,213 | 332,117 |
| Japan | 403 | 520,252 | 132 | 188,331 | ... | ..... | 42,356 | 750,939 |
| Eire | 2,197 | 2,110,184 | ... | ..... | ... | ..... | ..... | 2,110,184 |
| Panama | 8 | 8,872 | ... | ..... | ... | ..... | ..... | 8,872 |
| Norway | 27 | 40,260 | ... | ..... | ... | ..... | ..... | 40,260 |
| All Other Countries | 9 | 19,997 | 3 | 7,415 | 24 | 32,038 | 64,336 | 123,786 |
| Total Imports | 259,343 | $301,285,921 | 8,432 | $9,836,297 | 4,862 | $6,139,717 | $17,971,780 | $335,233,715 |

# 1958 / U.S. PASSENGER CARS

## PRICE • WEIGHT • BODIES•

Following are prices at factory for cars with standard equipment as of February 28, 1958. State or local taxes, transportation and finance charges and optional equipment are extra.

| BODY MAKE AND MODEL | List Price at Factory without Federal Taxes | Federal Taxes and Handling Charges | Suggested Price at Factory including Federal Taxes | Shipping Weight |
|---|---|---|---|---|
| **AMERICAN MOTORS CORP.** | | | | |
| RAMBLER | | | | |
| American | | | | |
| DeL. Sedan, 2d | 1631 | ..... | ..... | 2463 |
| Sup. Sedan, 2d | 1710 | ..... | ..... | 2475 |
| De Luxe 6 | | | | |
| Sedan, 4d | 1875 | 172 | 2047 | 2947 |
| Super 6 | | | | |
| Sedan, 4d | 2028 | 184 | 2212 | 2960 |
| H. T. Sedan, 4d | 2098 | 189 | 2287 | 2983 |
| Sta. Wagon, 4d | 2302 | 204 | 2506 | 3069 |
| Custom 6 | | | | |
| Sedan, 4d | 2135 | 192 | 2327 | 2968 |
| Sta. Wagon, 4d | 2409 | 212 | 2621 | 3079 |
| Rebel, Sup. V8 | | | | |
| Sedan, 4d | 2149 | 193 | 2342 | 3300 |
| Sta. Wagon, 4d | 2423 | 213 | 2636 | 3410 |
| Rebel, Cus. V8 | | | | |
| Sedan, 4d | 2256 | 201 | 2457 | 3313 |
| H. T. Sedan, 4d | 2326 | 206 | 2532 | 3328 |
| Sta. Wagon, 4d | 2530 | 221 | 2751 | 3418 |
| Amb. Sup. V8 | | | | |
| Sedan, 4d | 2369 | 218 | 2587 | 3456 |
| Sta. Wagon, 4d | 2643 | 238 | 2881 | 3544 |
| Amb. Cus. V8 | | | | |
| Sedan, 4d | 2504 | 228 | 2732 | 3462 |
| H. T. Sedan, 4d | 2588 | 234 | 2822 | 3475 |
| Sta. Wagon, 4d | 2778 | 248 | 3026 | 3568 |
| H. T. St. Wag., 4d | 2862 | 254 | 3116 | 3586 |
| **CHRYSLER CORP.** | | | | |
| CHRYSLER | | | | |
| Windsor | | | | |
| Sedan, 4d | 2849 | 225 | 3074 | 3895 |
| Hardtop, 2d | 2928 | 231 | 3159 | 3860 |
| Hardtop, 4d | 2988 | 236 | 3224 | 3915 |
| Twn. & Ctry, 2s | 3302 | 259 | 3561 | 4155 |
| Twn. & Ctry, 3s | 3476 | 272 | 3748 | 4245 |
| Saratoga | | | | |
| Sedan, 4d | 3485 | 273 | 3758 | 4120 |
| Hardtop, 2d | 3541 | 277 | 3818 | 4045 |
| Hardtop, 4d | 3613 | 282 | 3895 | 4145 |
| New Yorker | | | | |
| Sedan, 4d | 3923 | 307 | 4230 | 4195 |
| Hardtop, 2d | 3971 | 311 | 4282 | 4205 |
| Hardtop, 4d | 4024 | 315 | 4339 | 4240 |
| Conv. Coupe | 4356 | 340 | 4696 | 4350 |
| Twn. & Ctry., 2s | 4456 | 347 | 4803 | |
| Twn. & Ctry., 3s | 4656 | 362 | 5018 | 4445 |
| 300D | | | | |
| Hardtop, 2d | 4740 | 368 | 5108 | 4305 |
| Conv. Coupe | 5140 | 398 | 5538 | 4475 |
| DE SOTO | | | | |
| Firesweep | | | | |
| Sedan, 4d | 2567 | 207 | 2774 | 3560 |
| Sportsman, 2d | 2633 | 212 | 2845 | 3660 |
| Sportsman, 4d | 2692 | 216 | 2908 | 3720 |
| Conv. Coupe | 2939 | 235 | 3174 | 3850 |
| Sta. Wagon, 2s | 2983 | 238 | 3221 | 3955 |
| Sta. Wagon, 3s | 3115 | 248 | 3363 | 3980 |
| Firedome | | | | |
| Sedan, 4d | 2810 | 225 | 3035 | 396 |
| Sportsman, 2d | 2896 | 232 | 3128 | 3825 |
| Sportsman, 4d | 2949 | 235 | 3185 | 3910 |
| Conv. Coupe | 3185 | 254 | 3439 | 4065 |
| Fireflite | | | | |
| Sedan, 4d | 3268 | 260 | 3528 | 3990 |
| Sportsman, 2d | 3354 | 265 | 3620 | 3920 |
| Sportsman, 4d | 3406 | 270 | 3676 | 3940 |
| Conv. Coupe | 3630 | 287 | 3917 | 4105 |
| Sta. Wagon, 2s | 3684 | 291 | 3975 | 4225 |
| Sta. Wagon, 3s | 3816 | 301 | 4117 | 4295 |
| Adventurer | | | | |
| Sportsman, 2d | 3722 | 294 | 4016 | 4000 |
| Conv. Coupe | 3999 | 315 | 4314 | 4180 |
| DODGE | | | | |
| Coronet 6 | | | | |
| Club Sedan | 2235 | 179 | 2414 | 3360 |
| Sedan, 4d | 2310 | 185 | 2495 | 3410 |
| Lancer, 2d | 2349 | 187 | 2536 | ..... |
| Coronet V8 | | | | |
| Club Sedan | 2335 | 186 | 2521 | 3505 |
| Sedan, 4d | 2410 | 192 | 2603 | 3555 |
| Lancer, 2d | 2449 | 195 | 2644 | 3540 |
| Lancer, 4d | 2528 | 201 | 2729 | 3605 |
| Convertible | 2693 | 214 | 2907 | 3725 |
| Royal V8 | | | | |
| Sedan, 4d | 2554 | 203 | 2757 | 3570 |
| Lancer, 2d | 2607 | 207 | 2814 | 3565 |
| Lancer, 4d | 2664 | 211 | 2875 | 3640 |
| Cus. Roy. V8 | | | | |
| Sedan, 4d | 2766 | 219 | 2985 | 3640 |
| Lancer, 2d | 2804 | 222 | 3026 | 3610 |
| Lancer, 4d | 2870 | 227 | 3097 | 3670 |
| Convertible | 3015 | 238 | 3253 | 3785 |

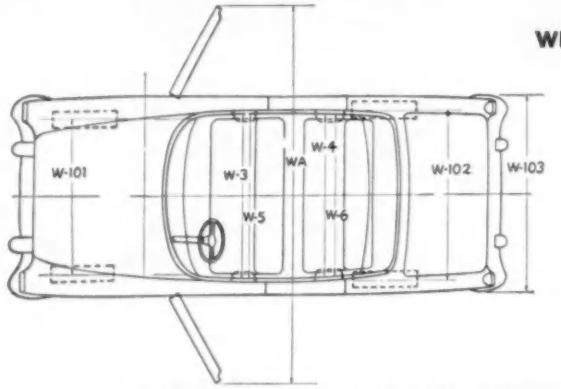
| BODY MAKE AND MODEL | List Price at Factory without Federal Taxes | Federal Taxes and Handling Charges | Suggested Price at Factory including Federal Taxes | Shipping Weight |
|---|---|---|---|---|
| **CHRYSLER CORP. cont'd** | | | | |
| DODGE, Cont'd | | | | |
| Regal V8 | | | | |
| Lancer, 2d | 2966 | 234 | 3200 | ..... |
| Sta. Wagons | | | | |
| Suburban, 2d | 2715 | 215 | 2930 | 3875 |
| Sierra, 2s | 2775 | 220 | 2995 | 3930 |
| Sierra, 3s | 2907 | 230 | 3137 | 3990 |
| Cus. Sierra, 2s | 2940 | 232 | 3172 | 3955 |
| Cus. Sierra, 3s | 3072 | 242 | 3314 | 4035 |
| IMPERIAL | | | | |
| Imperial | | | | |
| Southampt., 2d | 4417 | 347 | 4764 | 4640 |
| Southampt., 4d | 4516 | 354 | 4870 | 4795 |
| Sedan, 4d | 4516 | 354 | 4870 | 4590 |
| Crown | | | | |
| Southampt., 2d | 4928 | 385 | 5313 | 4730 |
| Southampt., 4d | 5155 | 402 | 5557 | 4915 |
| Sedan, 4d | 5155 | 402 | 5557 | 4755 |
| Conv. Coupe | 5273 | 411 | 5684 | 4820 |
| Le Baron | | | | |
| Sedan, 4d | 5468 | 426 | 5894 | 4780 |
| Southampt., 4d | 5468 | 426 | 5894 | 4940 |
| Limousine | 14019 | 981 | 15000 | 5960 |
| PLYMOUTH^ | | | | |
| Plaza V8 | | | | |
| Bus. Coupe | 1943 | 158 | 2101 | 3320 |
| Club Sedan | 2026 | 164 | 2190 | 3315 |
| Sedan, 4d | 2074 | 168 | 2242 | 3415 |
| Savoy V8 | | | | |
| Club Sedan | 2153 | 174 | 2327 | 3360 |
| Sedan, 4d | 2200 | 178 | 2378 | 3400 |
| Sport Coupe | 2222 | 179 | 2401 | 3400 |
| Sport Sedan | 2288 | 184 | 2472 | 3475 |
| Belvedere V8 | | | | |
| Club Sedan | 2278 | 183 | 2461 | 3370 |
| Sedan, 4d | 2325 | 187 | 2512 | 3430 |
| Sport Coupe | 2341 | 188 | 2529 | 3410 |
| Sport Sedan | 2407 | 193 | 2600 | 3520 |
| Conv. Coupe | 2525 | 202 | 2727 | 3545 |
| Suburban V8 | | | | |
| Deluxe, 2d | 2318 | 186 | 2504 | 3645 |
| Deluxe, 4d | 2368 | 190 | 2558 | 3740 |
| Custom, 2d | 2431 | 195 | 2626 | 3690 |
| Cust., 4d, 6 p. | 2481 | 199 | 2680 | 3755 |
| Cust., 4d, 9 p. | 2611 | 209 | 2820 | 3840 |
| Sport., 4d, 6 p. | 2623 | 210 | 2833 | 3745 |
| Sport., 4d, 9 p. | 2753 | 220 | 2973 | 3830 |
| Fury V8 | | | | |
| Sport Coupe | 2808 | 224 | 3032 | 3510 |
| **FORD MOTOR CO.** | | | | |
| EDSEL | | | | |
| Ranger | | | | |
| Sedan, 2d | 2300 | ..... | ..... | 3729 |
| Sedan, 4d | 2368 | ..... | ..... | 3805 |
| Hardtop, 2d | 2367 | ..... | ..... | 3724 |
| Hardtop, 4d | 2446 | ..... | ..... | 3796 |
| Pacer | | | | |
| Sedan, 4d | 2499 | ..... | ..... | 3857 |
| Hardtop, 2d | 2554 | ..... | ..... | 3773 |
| Hardtop, 4d | 2618 | ..... | ..... | 3857 |
| Convertible | 2771 | ..... | ..... | 3909 |
| Corsair | | | | |
| Hardtop, 2d | 3066 | ..... | ..... | 4134 |
| Hardtop, 4d | 3139 | ..... | ..... | 4235 |
| Citation | | | | |
| Hardtop, 2d | 3242 | ..... | ..... | 4136 |
| Hardtop, 4d | 3316 | ..... | ..... | 4230 |
| Convertible | 3489 | ..... | ..... | 4311 |
| Sta. Wagons | | | | |
| Roundup, 2d | 2630 | ..... | ..... | 3761 |
| Villager, 4d, 6p. | 2683 | ..... | ..... | 3827 |
| Villager, 4d, 9p. | 2736 | ..... | ..... | 3900 |
| Bermuda, 4d, 6p. | 2922 | ..... | ..... | 3853 |
| Bermuda, 4d, 9p. | 2975 | ..... | ..... | 3919 |
| FORD* | | | | |
| Custom V8 | | | | |
| Bus. Tudor | 1923 | 156 | 2079 | 3283 |
| Tudor Sedan | 2004 | 163 | 2167 | 3306 |
| Fordor Sedan | 2054 | 167 | 2221 | 3334 |
| Fairlane V8 | | | | |
| Club Sedan | 2147 | 173 | 2320 | 3431 |
| Town Sedan | 2197 | 177 | 2374 | 3483 |
| Club Victoria | 2271 | 182 | 2453 | 3429 |
| Town Victoria | 2332 | 185 | 2517 | 3506 |
| Fairlane 500 | | | | |
| Club Sedan | 2289 | 184 | 2473 | 3454 |
| Town Sedan | 2339 | 188 | 2527 | 3256 |
| Club Victoria | 2345 | 189 | 2534 | 3464 |
| Town Victoria | 2405 | 193 | 2598 | 3561 |
| Sunliner | 2546 | 203 | 2749 | 3630 |
| Skyliner | 2907 | 231 | 3138 | 4069 |

| BODY MAKE AND MODEL | List Price at Factory without Federal Taxes | Federal Taxes and Handling Charges | Suggested Price at Factory including Federal Taxes | Shipping Weight |
|---|---|---|---|---|
| **FORD MOTOR CO. cont'd** | | | | |
| FORD, Cont'd | | | | |
| Sta. Wags. V8 | | | | |
| Ranch Wag., 2d | 2293 | 186 | 2479 | 3620 |
| Ranch Wag., 4d | 2343 | 190 | 2533 | 3677 |
| Del Rio Wagon | 2392 | 193 | 2585 | 3625 |
| Ctry. Sed., 6p. | 2442 | 197 | 2639 | 3682 |
| Ctry. Sed., 9p. | 2542 | 204 | 2746 | 3750 |
| Country Squire | 2663 | 213 | 2876 | 3787 |
| Thunderbird | | | | |
| Tudor | ..... | ..... | ..... | ..... |
| Convertible | ..... | ..... | ..... | ..... |
| LINCOLN | | | | |
| Capri | | | | |
| Hardtop, 2d | 4415 | ..... | ..... | 4735 |
| Sedan, 4d | 4553 | ..... | ..... | |
| Hardtop, 4d | 4553 | ..... | ..... | 4810 |
| Premiere | | | | |
| Hardtop, 2d | 4894 | ..... | ..... | 4820 |
| Sedan, 4d | 5124 | ..... | ..... | |
| Hardtop, 2d | 5124 | ..... | ..... | 4880 |
| Continental | | | | |
| Coupe, 2d | 5367 | ..... | ..... | 4865 |
| Sedan, 4d | 5597 | ..... | ..... | |
| Hardtop, 4d | 5597 | ..... | ..... | 4865 |
| Convertible | 5792 | ..... | ..... | 5040 |
| MERCURY | | | | |
| Monterey | | | | |
| Sedan, 2d | 2422 | ..... | ..... | 4080 |
| Sedan, 4d | 2487 | ..... | ..... | 4160 |
| Hardtop, 2d | 2532 | ..... | ..... | 4075 |
| Hardtop, 4d | 2598 | ..... | ..... | 4150 |
| Convertible | 2822 | ..... | ..... | 4225 |
| Montclair | | | | |
| Sedan, 4d | 2966 | ..... | ..... | 4155 |
| Hardtop, 2d | 3011 | ..... | ..... | 4085 |
| Hardtop, 4d | 3086 | ..... | ..... | 4165 |
| Tnpk. Cruis., 2d | 3210 | ..... | ..... | 4150 |
| Convertible | 3244 | ..... | ..... | 4295 |
| Tnpk. Cruis., 4d | 3284 | ..... | ..... | 4230 |
| Park Lane | | | | |
| Hardtop, 2d | 3555 | ..... | ..... | 4280 |
| Hardtop, 4d | 3626 | ..... | ..... | 4390 |
| Convertible | 3788 | ..... | ..... | 4405 |
| Sta. Wagons | | | | |
| Comtr., 2d, 6p. | 2778 | ..... | ..... | 4400 |
| Comtr., 4d, 6p. | 2843 | ..... | ..... | 4485 |
| Comtr., 4d, 9p. | 2932 | ..... | ..... | 4605 |
| Voyager, 2d, 6p. | 3243 | ..... | ..... | 4435 |
| Voyager, 4d, 6p. | 3336 | ..... | ..... | 4525 |
| Col. Pk., 4d, 6p. | 3466 | ..... | ..... | 4540 |
| **GENERAL MOTORS CORP.** | | | | |
| BUICK | | | | |
| Special 40 | | | | |
| Sedan, 2d | 2388 | ..... | ..... | 4063 |
| Sedan, 4d | 2443 | ..... | ..... | 4115 |
| Hardtop, 2d | 2489 | ..... | ..... | 4058 |
| Hardtop, 4d | 2560 | ..... | ..... | 4120 |
| Conv. Coupe | 2766 | ..... | ..... | 4165 |
| Est. Wagon, 4d | 2562 | ..... | ..... | 4396 |
| Ht. E. Wag., 4d | 2974 | ..... | ..... | 4408 |
| Century 60 | | | | |
| Sedan, 4d | 3007 | ..... | ..... | 4241 |
| Hardtop, 2d | 3056 | ..... | ..... | 4182 |
| Hardtop, 4d | 3119 | ..... | ..... | 4267 |
| Conv. Coupe | 3348 | ..... | ..... | 4302 |
| Ht. E. Wag., 4d | 3487 | ..... | ..... | 4570 |
| Super 50 | | | | |
| Hardtop, 2d | 3308 | ..... | ..... | 4392 |
| Hardtop, 4d | 3443 | ..... | ..... | 4500 |
| Roadmaster 75 | | | | |
| Hardtop, 2d | 4149 | ..... | ..... | 4568 |
| Hardtop, 4d | 4251 | ..... | ..... | 4668 |
| Conv. Coupe | 4263 | ..... | ..... | 4676 |
| Limited 700 | | | | |
| Hardtop, 2d | 4549 | ..... | ..... | 4603 |
| Hardtop, 4d | 4651 | ..... | ..... | 4710 |
| Conv. Coupe | 4663 | ..... | ..... | 4691 |
| CADILLAC | | | | |
| Series 62 | | | | |
| Coupe | 4375 | 409 | 4784 | 4630 |
| Sedan | 4475 | 416 | 4891 | 4675 |
| Ext. Sedan | 4650 | 429 | 5079 | 4770 |
| Coupe de Ville | 4810 | 441 | 5251 | 4705 |
| Sedan de Ville | 5040 | 457 | 5497 | 4855 |
| Convertible | 5000 | 454 | 5454 | 4845 |
| Biarritz | 6910 | 590 | 7500 | 5070 |
| Seville | 6910 | 590 | 7500 | 4910 |
| Series 60 | | | | |
| Special Sedan | 5700 | 532 | 6232 | 4930 |
| Series 75 | | | | |
| Sedan | 7750 | 710 | 8460 | 5360 |

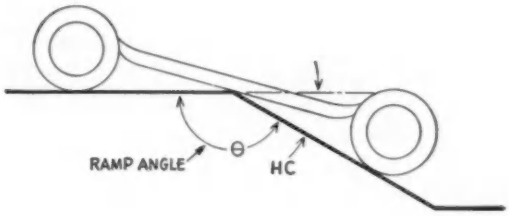
| BODY MAKE AND MODEL | List Price at Factory without Federal Taxes | Federal Taxes and Handling Charges | Suggested Price at Factory including Federal Taxes | Shipping Weight |
|---|---|---|---|---|
| **GENERAL MOTORS, cont'd** | | | | |
| CADILLAC, Cont'd | | | | |
| Imperial | 7950 | 725 | 8675 | 5425 |
| CHEVROLET^ | | | | |
| Delray V8 | | | | |
| Utility Sed., 2d | 1924 | 196 | 2120 | 3356 |
| Sedan, 2d | 2005 | 203 | 2208 | 3399 |
| Sedan, 4d | 2055 | 207 | 2262 | 3442 |
| Sta. Wagon, 2d | 2294 | 226 | 2520 | 3696 |
| Sta. Wagon, 4d | 2344 | 230 | 2574 | 3743 |
| Biscayne V8 | | | | |
| Sedan, 2d | 2131 | 212 | 2343 | 3407 |
| Sedan, 4d | 2181 | 216 | 2397 | 3450 |
| Sta. Wag., 4d, 6p. | 2441 | 237 | 2678 | 3751 |
| Sta. Wag., 4d, 9p. | 2541 | 244 | 2785 | 3839 |
| Bel Air V8 | | | | |
| Sedan, 2d | 2270 | 223 | 2493 | 3427 |
| Sedan, 4d | 2320 | 227 | 2547 | 3470 |
| Sport Coupe | 2326 | 228 | 2554 | 3458 |
| Sport Sedan | 2386 | 232 | 2618 | 3514 |
| Ht. Impala, 2d | 2456 | 237 | 2693 | 3459 |
| Impal. Conv., 2d | 2593 | 248 | 2841 | 3523 |
| Sta. Wag., 4d, 6p. | 2587 | 248 | 2835 | 3771 |
| Corvette | 3335 | 296 | 3631 | 2781 |
| OLDSMOBILE | | | | |
| Series 88 | | | | |
| Sedan, 2d | 2514 | ..... | ..... | 391[illegible] |
| Sedan, 4d | 2574 | ..... | ..... | 3987 |
| Holiday Coupe | 2627 | ..... | ..... | 3923 |
| Holiday Sedan | 2699 | ..... | ..... | 4005 |
| Conv. Coupe | 2931 | ..... | ..... | 4000 |
| Fiesta Sedan | 2990 | ..... | ..... | 4240 |
| Ht. Fiesta | 3093 | ..... | ..... | 4217 |
| Super 88 | | | | |
| Sedan, 4d | 2821 | ..... | ..... | 3997 |
| Holiday Coupe | 2960 | ..... | ..... | 3955 |
| Holiday Sedan | 3032 | ..... | ..... | 4039 |
| Conv. Coupe | 3208 | ..... | ..... | 4032 |
| Ht. Fiesta | 3296 | ..... | ..... | 4271 |
| Series 98 | | | | |
| Sedan, 4d | 3473 | ..... | ..... | 4336 |
| Holiday Coupe | 3655 | ..... | ..... | 4280 |
| Holiday Sedan | 3726 | ..... | ..... | 4394 |
| Conv. Coupe | 3915 | ..... | ..... | 4338 |
| PONTIAC | | | | |
| Chieftain | | | | |
| Sedan, 2d | ..... | ..... | 2335 | 3640 |
| Sedan, 4d | ..... | ..... | 2393 | 3700 |
| Catal. Coupe | ..... | ..... | 2450 | 3650 |
| Catal. Sed., 4d | ..... | ..... | 2539 | 3785 |
| Safari, 4d, 2s | ..... | ..... | 2750 | 4025 |
| Conv. Coupe | ..... | ..... | 2750 | 3850 |
| Safari, 4d, 3s | ..... | ..... | 2814 | 4070 |
| Super Chief | | | | |
| Sedan, 4d | ..... | ..... | 2578 | 3750 |
| Catal. Coupe | ..... | ..... | 2621 | 3690 |
| Catal. Sed., 4d | ..... | ..... | 2696 | 3810 |
| Star Chief | | | | |
| Sedan, 4d | ..... | ..... | 2798 | 3800 |
| Catal. Coupe | ..... | ..... | 2845 | 3735 |
| Catal. Sed., 4d | ..... | ..... | 2927 | 3850 |
| Safari, 4d, 2s | ..... | ..... | 3057 | 4065 |
| Bonneville | | | | |
| Sport Coupe | ..... | ..... | 3179 | 3710 |
| Conv. Coupe | ..... | ..... | 3277 | 3925 |
| **STUDE-PACKARD CORP.** | | | | |
| PACKARD | | | | |
| Sedan, 4d | 2932 | 280 | 3212 | 3505 |
| Hardtop, 2d | 2979 | 283 | 3262 | 3480 |
| Sta. Wagon, 4d | 3092 | 292 | 3384 | 3560 |
| Hawk | 3660 | 335 | 3995 | 3470 |
| STUDEBAKER | | | | |
| Scotsman | | | | |
| Sedan, 2d | 1631 | 164 | 1795 | 2695 |
| Sedan, 4d | 1705 | 169 | 1874 | 2735 |
| Sta. Wagon, 4d | 1872 | 183 | 2055 | 2865 |
| Champion | | | | |
| Sedan, 2d | 1996 | 193 | 2189 | 2780 |
| Sedan, 4d | 2056 | 197 | 2253 | 2830 |
| Commander | | | | |
| Sedan, 4d | 2164 | 214 | 2378 | 3250 |
| Hardtop, 2d | 2271 | 222 | 2493 | |
| Sta. Wagon, 4d | 2411 | 233 | 2644 | 3155 |
| President | | | | |
| Sedan, 4d | 2404 | 235 | 2639 | 3325 |
| Hardtop, 2d | 2456 | 239 | 2695 | |
| Hawk | | | | |
| Silver, 6 cyl. | 2024 | 195 | 2219 | 2795 |
| Silver, 8 cyl. | 2139 | 213 | 2352 | 3145 |
| Golden | 3002 | 280 | 3282 | 3395 |

* Prices of 6 cyl. models are $137 less than 8 cyl. models for Custom; $124 for Fairlanes and $107 for Station Wagons.

^ Prices of 6 cyl. models are $100 less than 8 cyl. models.




**WIDTH DIMENSIONS**




# 1958 U. S. PASSENGER CAR BODY DATA

All dimensions apply to 5 or 6 passenger, 4 door sedan or equivalent model.

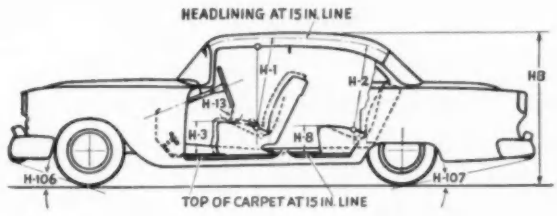
| PASSENGER CAR MAKE AND MODEL | MISCELLANEOUS: Glass Area (Sq. In.) Windshield | Back Light | Total | Type of Finish | Hood Hinge Location | Hood Counterbalanced | Hood Release Control | Windshield Type | Rear Window Type | GENERAL DIMENSIONS (Ins.): L101 Wheelbase | Overhang L104 Front—Including Bumper Guards | Overhang L105 Rear—Including Bumper Guards | Tread W101 Front | Tread W102 Rear | Overall Dimensions L103 Length—Bumper to Bumper | W103 Width | WA Width—Doors Open | HB Height—Unloaded |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | |
| Rambler American 5891 | 740.0 | 700.0 | 2615.0 | E | R | Y | Ex | SC | C | 100.0 | 31.4 | 46.9 | 54.6 | 55.0 | 178.3 | 73.0 | 150.0 | ..... |
| 6-5810 | 1105.7 | 1078.6 | 3493.2 | E | R | Y | Ex | SC | C | 108.0 | 32.0 | 51.2 | 57.8 | 58.0 | 191.2 | 72.2 | 145.0 | ..... |
| Rebel 5820 | 1105.7 | 1078.6 | 3493.2 | E | R | Y | Ex | SC | C | 108.0 | 32.0 | 51.2 | 58.8 | 59.1 | 191.2 | 72.2 | 145.0 | ..... |
| Ambassador 5880 | 1105.7 | 1078.6 | 3493.2 | E | R | Y | Ex | SC | C | 117.0 | 32.0 | 51.2 | 57.8 | 59.1 | 200.2 | 72.2 | 145.0 | ..... |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | |
| Chrysler Windsor LC1-L | 1444.0 | 1319.0 | 4295.0 | E | R | Y | Ex | SC | C | 122.0 | 38.9 | 59.2 | 60.9 | 59.8 | 218.1 | 79.6 | 156.8 | 58.6 |
| Saratoga LC2-M | 1444.0 | 1319.0 | 4292.0 | E | R | Y | Ex | SC | C | 126.0 | 35.0 | 59.2 | 61.2 | 60.0 | 220.2 | 79.6 | 156.8 | 58.9 |
| New Yorker LC3-H | 1444.0 | 1319.0 | 4262.0 | E | R | Y | Ex | CC | CC | 126.0 | 35.0 | 59.2 | 61.2 | 60.0 | 220.2 | 79.6 | 156.8 | 59.2 |
| 300D-LC3-S | 1586.0 | 1882.0 | 4601.0 | E | R | Y | Ex | CC | CC | 126.0 | 35.0 | 59.2 | 61.2 | 60.0 | 220.2 | 79.6 | 167.4 | 56.3 |
| De Soto Firesweep LS1-L | 1444.0 | 1319.0 | 4295.0 | E | R | Y | Ex | SC | SC | 122.0 | 37.0 | 57.5 | 60.9 | 59.8 | 216.5 | 78.3 | 156.8 | 58.6 |
| Firedome LS2-M | 1444.0 | 1319.0 | 4292.0 | E | R | Y | Ex | SC | SC | 126.0 | 35.1 | 57.5 | 60.9 | 59.8 | 218.6 | 78.3 | 156.8 | 58.9 |
| Fireflite LS3-H | 1444.0 | 1319.0 | 4262.0 | E | R | Y | Ex | SC | SC | 126.0 | 35.1 | 57.5 | 60.9 | 59.8 | 218.6 | 78.3 | 156.8 | 58.9 |
| Adventurer LS3-S | 1586.0 | 1882.0 | 4601.0 | E | R | Y | Ex | CC | CC | 126.0 | 35.1 | 57.5 | 60.9 | 59.8 | 218.6 | 78.3 | 167.4 | 56.9 |
| Dodge Coronet LD1-L | 1444.0 | 1173.0 | 4148.0 | E | R | Y | Ex | SC | C | 122.0 | 35.1 | 56.7 | 61.4 | 60.1 | 213.8 | 78.3 | 156.8 | 58.5 |
| Coronet LD2-L | 1444.0 | 1173.0 | 4148.0 | E | R | Y | Ex | SC | C | 122.0 | 35.1 | 56.7 | 61.4 | 60.2 | 213.8 | 78.3 | 156.8 | 58.4 |
| Royal LD2-M | 1444.0 | 1173.0 | 4148.0 | E | R | Y | Ex | SC | C | 122.0 | 35.1 | 56.7 | 61.4 | 59.8 | 213.8 | 78.3 | 156.8 | 58.6 |
| Custom Royal LD3-H | 1444.0 | 1173.0 | 4148.0 | E | R | Y | Ex | SC | C | 122.0 | 35.1 | 56.7 | 60.9 | 59.8 | 213.8 | 78.3 | 156.8 | 58.6 |
| Imperial Crown, Le Baron LY1 | 1622.0 | 1319.0 | 4679.0 | E | R | Y | Ex | CC | C | 129.0 | 37.6 | 59.2 | 61.8 | 62.4 | 225.8 | 81.2 | 159.7 | 58.7 |
| Plymouth Plaza, Savoy, Belvedere LP1 | 1444.0 | 1173.0 | 4148.0 | E | R | Y | Ex | SC | C | 118.0 | 32.8 | 55.2 | 60.9 | 59.6 | 206.0 | 79.3 | 156.8 | 58.5 |
| Plaza, Savoy, Belvedere LP2 | 1444.0 | 1173.0 | 4148.0 | E | R | Y | Ex | SC | C | 118.0 | 32.8 | 55.2 | 60.9 | 59.7 | 206.0 | 79.3 | 156.8 | 58.5 |
| Fury LP2 | 1436.0 | 1205.0 | 3964.0 | E | R | Y | Ex | SC | C | 118.0 | 32.8 | 55.2 | 60.9 | 59.7 | 206.0 | 79.3 | 167.4 | 54.6 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | |
| Edsel Ranger 58A, Pacer 58B | 979.1 | 1078.3 | 3259.7 | E | F | Y | In | SC | C | 118.0 | 37.5 | 57.7 | 59.4 | 59.0 | 213.2 | 78.8 | 150.6 | 58.1 |
| Corsair 57A, Citation 57B | 1169.5 | 1162.5 | 3594.4 | E | F | Y | In | SC | C | 124.1 | 35.7 | 59.1 | 59.4 | 59.0 | 218.9 | 79.8 | 148.5 | 58.4 |
| Ford Custom 300, 73B | 1053.6 | 976.6 | 3245.1 | E | R | Y | In | C | C | 116.0 | 35.0 | 51.0 | 59.0 | 56.4 | 202.0 | 78.0 | 149.0 | 58.9 |
| Fairlane 58A; Fairlane 500, 58B | 979.1 | 1078.3 | 3290.3 | E | R | Y | In | C | C | 118.0 | 35.0 | 54.0 | 59.0 | 56.4 | 207.0 | 78.0 | 150.6 | 57.9 |
| Thunderbird 63A | 1250.0 | 750.0 | 2913.0 | E | F | Y | In | CC | OF | 113.0 | 35.6 | 56.8 | 60.0 | 57.0 | 205.4 | 77.0 | 163.3 | 54.2 |
| Lincoln Capri 53A, Premiere 53B | 1701.1 | 1419.8 | 4560.6 | E | F | Y | In | CC | C | 131.0 | 37.2 | 60.6 | 61.0 | 61.0 | 229.0 | 80.1 | 157.9 | 58.2 |
| Continental 54A | 1701.1 | 633.1 | 3773.9 | E | F | Y | In | CC | TF | 131.0 | 37.2 | 60.6 | 61.0 | 61.0 | 229.0 | 80.1 | 157.9 | 58.2 |
| Mercury Monterey 58A, Montclair 58B | 1169.5 | 1504.1 | 3890.9 | E | F | Y | In | SC | C | 122.0 | 33.7 | 57.5 | 59.4 | 59.4 | 213.2 | 81.1 | 148.5 | 58.2 |
| Park Lane 57C | 1169.5 | 1262.0 | 3735.6 | E | F | Y | In | SC | C | 125.0 | 33.7 | 61.5 | 59.4 | 59.4 | 220.2 | 81.1 | 148.5 | 58.4 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | |
| Buick Special 40 | 1236.2 | 1178.5 | 3796.8 | L | R | Y | Ex | SC | C | 122.0 | 37.6 | 52.2 | 59.5 | 59.0 | 211.8 | 78.1 | 144.6 | 59.3 |
| Century 60 | 1236.2 | 1178.5 | 3796.8 | L | R | Y | Ex | SC | C | 122.0 | 37.6 | 52.2 | 60.0 | 59.0 | 211.8 | 78.1 | 144.6 | 59.5 |
| Super 50 | 1412.1 | 1052.0 | 3894.7 | L | R | Y | Ex | SC | C | 127.5 | 38.1 | 53.5 | 60.0 | 61.0 | 219.1 | 79.8 | 153.4 | 61.0 |
| Roadmaster 70 | 1412.1 | 1052.0 | 3894.7 | L | R | Y | Ex | SC | C | 127.5 | 38.1 | 53.5 | 60.0 | 61.0 | 219.1 | 79.8 | 153.4 | 61.2 |
| Limited 700 | 1412.1 | 1052.0 | 3894.7 | L | R | Y | Ex | SC | C | 127.5 | 38.1 | 61.5 | 60.0 | 61.0 | 227.1 | 79.8 | 153.4 | 61.2 |
| Cadillac 6239 | ..... | ..... | ..... | L | R | Y | Ex | CC | C | 129.5 | 35.6 | 51.7 | 61.0 | 61.0 | 216.8 | 80.0 | 154.0 | 59.1 |
| 6239E | ..... | ..... | ..... | L | R | Y | Ex | CC | C | 129.5 | 35.6 | 60.2 | 61.0 | 61.0 | 225.3 | 80.0 | 154.0 | 59.1 |
| 6039 | ..... | ..... | ..... | L | R | Y | Ex | CC | C | 133.0 | 35.6 | 56.7 | 61.0 | 61.0 | 225.3 | 80.0 | 154.0 | 59.1 |
| 7523 | ..... | ..... | ..... | L | R | Y | Ex | CC | C | 149.8 | 35.6 | 51.7 | 61.0 | 61.0 | 237.1 | 80.0 | 152.4 | 61.6 |
| Chevrolet 6-Delray, Biscayne, Bel Air | 1135.4 | 1056.0 | 3497.6 | L | F | Y | Ex | SC | C | 117.5 | 35.8 | 55.8 | 58.8 | 58.8 | 209.1 | 77.7 | 141.4 | ..... |
| Delray 1200, Biscayne 1600, Bel Air 1800 | 1135.4 | 1056.0 | 3497.6 | L | R | Y | Ex | SC | SC | 117.5 | 35.8 | 55.8 | 58.8 | 58.8 | 209.1 | 77.7 | 142.8 | 59.1 |
| Corvette 867 | 908.0 | 408.0 | 1816.0 | L | F | N | In | SC | OF | 102.0 | 33.0 | 42.2 | 57.0 | 59.0 | 177.2 | 72.8 | ..... | 52.0 |
| Oldsmobile Dynamic 88, Super 588 | 1239.0 | 1179.0 | 3870.0 | L | R | Y | Ex | SC | C | 122.5 | 33.8 | 51.9 | 59.0 | 58.0 | 208.2 | 78.8 | 147.6 | 59.0 |
| Ninety Eight 98 | 1239.0 | 1179.0 | 3870.0 | L | R | Y | Ex | SC | C | 126.5 | 33.8 | 56.4 | 59.0 | 58.0 | 216.7 | 78.8 | 147.6 | 59.0 |
| Pontiac Chieftain 58-25, 58-27 | 1135.4 | 1056.0 | 3497.6 | L | R | Y | Ex | SC | C | 122.0 | 34.5 | 54.0 | 58.7 | 59.4 | 210.5 | 77.4 | 144.3 | 59.0 |
| Super Chief, Star Chief 58-28 | 1135.4 | 1056.0 | 3497.6 | L | R | Y | Ex | SC | C | 124.0 | 34.5 | 27.0 | 58.7 | 59.4 | 215.5 | 77.4 | 144.3 | 59.0 |
| Bonneville 58-25 | 1064.7 | 992.5 | 3142.6 | L | R | Y | Ex | SC | C | 122.0 | 34.5 | 55.2 | 58.7 | 59.4 | 211.7 | 77.4 | 154.4 | 57.0 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | |
| Packard Packard 58L | 1105.0 | 1052.3 | 3396.9 | E | R | N | Ex | C | C | 120.5 | 39.4 | 53.3 | 57.3 | 56.3 | 213.2 | 76.9 | 135.4 | 59.1 |
| Hawk 58L | 858.0 | 910.0 | 2866.0 | E | R | N | Ex | C | C | 120.5 | 36.0 | 48.6 | 57.3 | 56.3 | 205.1 | 71.3 | 151.9 | 57.5 |
| Studebaker Scotsman, Champion 58G | 1105.0 | 1052.3 | 3396 9 | E | R | N | Ex | C | C | 116.5 | 35.6 | 50.3 | 57.2 | 56.2 | 202.4 | 75.8 | 135.4 | 60.0 |
| Commander 58B | 1105.0 | 1052.3 | 3396.0 | E | R | N | Ex | C | C | 116.5 | 35.6 | 50.3 | 57.3 | 56.3 | 202.4 | 75.8 | 135.4 | 59.3 |
| President 58H | 1105.0 | 1052.3 | 3456.9 | E | R | N | Ex | C | C | 120.5 | 35.6 | 50.3 | 57.3 | 56.3 | 206.4 | 75.8 | 135.4 | 58.9 |
| Golden Hawk 58H | 858.0 | 910.0 | 2866.0 | E | R | N | Ex | C | C | 120.5 | 34.9 | 48.6 | 57.3 | 56.3 | 203.9 | 71.3 | 151.9 | 57.5 |

**ABBREVIATIONS**

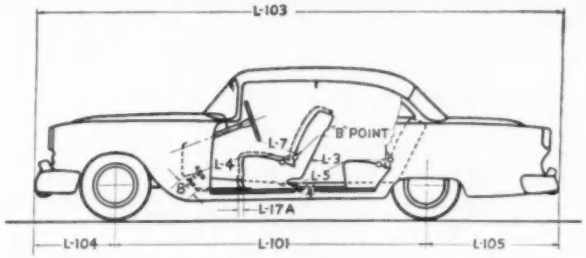
C—One piece curved.
CC—Compound curved.
E—Enamel.
Ex—External.
F—Front.
In—Internal.
L—Lacquer.
N—No.
OF—One piece flat.
R—Rear.
SC—Single curved.
TF—Three piece flat.
Y—Yes.

***For Directory of Car Manufacturers listed above, see Table of Contents***

**HEIGHT DIMENSIONS**




**LENGTH DIMENSIONS**




# 1958 U. S. PASSENGER CAR BODY DIMENSIONS

All dimensions apply to 5 or 6 passenger, 4 door sedan or equivalent model.

| PASSENGER CAR MAKE AND MODEL | HEIGHT DIMENSIONS | | | | | | | | | WIDTH DIMENSIONS | | | | LENGTH DIMENSIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Interior | | | | | Exterior | | | | Interior | | | | Interior | | | | |
| | H1 | H2 | H3 | H8 | H13 | H106 | H107 | HC | HD | W3 | W4 | W5 | W6 | L3 | L4 | L5 | L7 | L17a |
| | Front Headroom | Rear Headroom | Front Cushion Height to Floor | Rear Cushion Height to Floor | Steering Wheel Clearance to Seat Cushion | Angle of Approach—Deg | Angle of Departure—Deg | Ramp Breakover Angle—Deg | Minimum Road Clearance—In | Front Seat Shoulder Room | Rear Seat Shoulder Room | Front Seat Hip Room | Rear Seat Hip Room | Back of Front Seat to Rear Seat Back | Leg Room—Front | Leg Room—Rear | Steering Wheel Clearance | Adjustment of Front Seat |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | |
| Rambler — American 5801 | 35.3 | 34.0 | 11.0 | 13.5 | 6.5 | 20.0 | 14.5 | 15.5 | 6.7 RM | 51.5 | 49.8 | 58.0 | 45.3 | 24.2 | 44.0 | 37.5 | 16.0 | 6.0 |
| 6-5810 | 36.0 | 35.0 | 10.4 | 14.2 | 5.6 | 21.5 | 14.5 | 14.5 | 6.7 RM | 57.7 | 57.6 | 59.8 | 60.1 | 27.9 | 43.0 | 40.0 | 14.4 | 6.0 |
| Rebel 5820 | 36.0 | 35.0 | 10.4 | 14.2 | 5.6 | 21.0 | 14.0 | 14.0 | 6.5 RM | 57.7 | 57.6 | 59.8 | 60.1 | 27.9 | 43.0 | 40.0 | 14.4 | 6.0 |
| Ambassador 5880 | 36.0 | 35.0 | 10.4 | 14.2 | 5.6 | 21.5 | 13.5 | 12.5 | 6.3 RM | 57.7 | 57.6 | 59.8 | 60.1 | 27.9 | 43.0 | 40.0 | 14.4 | 6.0 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | |
| Chrysler — Windsor LC1-L | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 15.4 | 9.6 | 10.4 | 5.5 | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 43.0 | 15.0 | 4.8 |
| Saratoga LC2-M | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 16.0 | 9.7 | 10.0 | 5.5 | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 43.0 | 15.0 | 4.8 |
| New Yorker LC3-H | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 16.1 | 9.7 | 10.6 | 5.8 | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 43.0 | 15.0 | 4.8 |
| 300D-LC3-S | 34.4 | 33.7 | 10.8 | 12.0 | 6.0 | 16.0 | 10.6 | 10.2 | 5.6 | 61.0 | 60.5 | 63.0 | 56.0 | 27.1 | 45.5 | 38.0 | 15.0 | 4.8 |
| De Soto — Firesweep LS1-L | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 16.5 | 11.4 | 10.0 | 5.3 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 43.0 | 15.0 | 4.8 |
| Firedome LS2-M, Fireflite LS3-H | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 16.3 | 11.6 | 10.0 | 5.5 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 43.0 | 15.0 | 4.8 |
| Adventurer LS3-S | 34.4 | 33.7 | 10.8 | 12.0 | 6.0 | 16.3 | 11.6 | 10.0 | 5.5 FSM | 61.0 | 60.5 | 63.0 | 56.0 | 27.1 | 45.5 | 38.0 | 15.0 | 4.8 |
| Dodge — Coronet LD1-L | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 18.9 | 9.8 | 10.2 | 5.4 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 42.5 | 15.0 | 4.8 |
| Coronet LD2-L | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 18.7 | 9.8 | 10.2 | 5.4 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 42.5 | 15.0 | 4.8 |
| Royal LD2-M, Custom Royal LD3-H | 35.7 | 34.5 | 10.8 | 12.0 | 6.0 | 18.4 | 10.1 | 10.4 | 5.6 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 31.0 | 45.5 | 42.5 | 15.0 | 4.8 |
| Imperial — LY1-L | 35.4 | 34.2 | 10.3 | 12.5 | 6.0 | 13.8 | 10.9 | 10.4 | 5.8 | 64.0 | 62.0 | 61.0 | 60.2 | 34.1 | 46.0 | 45.0 | 15.7 | 4.8 |
| Crown LY1-M, Le Baron LY1-H | 35.4 | 34.2 | 9.8 | 12.5 | 6.5 | 13.8 | 10.9 | 10.4 | 5.8 | 64.0 | 62.0 | 61.0 | 60.2 | 34.5 | 46.0 | 45.0 | 15.4 | 5.0 |
| Plymouth — Plaza, Savoy, Belvedere LP1 | 35.7 | 34.2 | 10.8 | 12.0 | 6.0 | 19.2 | 11.1 | 10.4 | 5.4 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 29.8 | 45.5 | 41.5 | 15.0 | 4.8 |
| Plaza, Savoy, Belvedere LP2 | 35.7 | 34.2 | 10.8 | 12.0 | 6.0 | 19.2 | 10.4 | 10.4 | 5.4 FSM | 60.5 | 60.4 | 63.0 | 62.7 | 29.8 | 45.5 | 41.5 | 15.0 | 4.8 |
| Fury LP2 | 33.7 | 34.0 | 10.8 | 9.5 | 6.0 | 19.1 | 10.5 | 10.2 | 5.3 FSM | 61.0 | 60.5 | 63.0 | 56.0 | 26.0 | 45.5 | 36.5 | 15.0 | 4.8 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | |
| Edsel — Ranger 58A | 33.9 | 33.6 | 10.7 | 14.0 | 5.6 | 21.1 | 12.2 | 13.1 | 6.2 | 57.3 | 57.0 | 60.0 | 60.1 | 29.0 | 43.1 | 40.7 | 13.1 | 5.0 |
| Pacer 58B | 33.2 | 33.6 | 10.6 | 14.0 | 5.6 | 21.1 | 12.2 | 13.1 | 6.2 | 57.3 | 57.0 | 60.0 | 60.1 | 28.7 | 43.1 | 40.7 | 13.1 | 5.0 |
| Corsair 57A, Citation 57B | 33.9 | 32.8 | 10.6 | 14.5 | 5.3 | 22.6 | 12.2 | 12.6 | 6.3 | 59.7 | 59.7 | 63.5 | 63.5 | 31.3 | 44.2 | 43.4 | 14.3 | 5.0 |
| Ford — Custom 300, 73B | 34.8 | 33.6 | 10.7 | 14.4 | 5.4 | 21.8 | 13.0 | 12.9 | 6.0 F | 57.6 | 57.0 | 60.3 | 60.3 | 30.5 | 43.1 | 42.7 | 12.5 | 4.0 |
| Fairlane 58A; Fairlane 500, 58B | 33.9 | 33.6 | 10.7 | 14.0 | 5.4 | 21.8 | 12.7 | 12.7 | 6.0 F | 57.3 | 57.0 | 60.0 | 60.1 | 30.0 | 43.1 | 40.7 | 12.5 | 4.0 |
| Thunderbird 63A | 34.5 | 33.3 | 11.0 | 13.1 | 5.7 | 19.7 | 13.1 | 12.5 | 5.8 BST | 56.2 | 54.1 | 59.6 | 48.7 | 26.2 | 43.4 | 38.1 | 14.4 | 4.0 |
| Lincoln — Capri 53A, Premiere 53B | 35.0 | 33.8 | 11.5 | 14.5 | 5.0 | 20.7 | 11.8 | 12.5 | 6.1 RRR | 63.1 | 63.0 | 61.0 | 65.5 | 35.6 | 44.4 | 48.6 | 15.7 | 5.0 |
| Continental 54A | 35.0 | 34.1 | 11.5 | 14.5 | 5.0 | 20.7 | 11.8 | 12.5 | 6.1 RRR | 63.1 | 67.0 | 61.0 | 65.1 | 31.6 | 44.4 | 42.9 | 15.7 | 5.0 |
| Mercury — Monterey 56A, Montclair 56B | 33.9 | 33.2 | 10.6 | 14.5 | 5.5 | 23.3 | 11.0 | 12.2 | 5.9 F | 60.2 | 60.2 | 61.3 | 62.9 | 31.5 | 44.1 | 43.4 | 14.2 | 5.0 |
| Park Lane 57C | 34.0 | 32.8 | 10.6 | 14.5 | 5.5 | 23.8 | 10.8 | 12.6 | 6.2 F | 60.2 | 60.2 | 61.3 | 62.9 | 31.5 | 44.1 | 43.4 | 14.2 | 5.0 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | |
| Buick — Special 40 | 34.9 | 33.4 | 10.9 | 12.0 | 5.6 | 18.0 | 13.4 | 11.8 | 6.1 FRM | 56.9 | 55.7 | 62.6 | 62.1 | 31.8 | 43.0 | 41.7 | 13.9 | 4.7 |
| Century 60 | 34.9 | 33.4 | 10.8 | 11.9 | 5.6 | 18.4 | 13.8 | 12.4 | 6.4 | 56.9 | 55.7 | 62.6 | 62.1 | 31.8 | 43.0 | 41.6 | 13.9 | 4.7 |
| Super 50 | 36.3 | 35.0 | 10.9 | 11.0 | 5.5 | 18.4 | 13.2 | 11.8 | 6.4 | 58.5 | 56.8 | 65.7 | 65.0 | 35.4 | 43.5 | 44.5 | 13.9 | 4.7 |
| Roadmaster 70 | 35.7 | 34.4 | 11.2 | 11.7 | 5.1 | 18.8 | 13.4 | 12.2 | 6.6 | 58.5 | 56.8 | 65.5 | 64.8 | 35.5 | 43.2 | 44.1 | 13.6 | 4.7 |
| Limited 700 | 35.7 | 34.4 | 11.2 | 11.7 | 5.1 | 18.8 | 11.4 | 12.2 | 6.6 | 58.5 | 56.8 | 65.5 | 64.8 | 35.5 | 43.2 | 44.1 | 13.6 | 4.7 |
| Cadillac — 6239 | 34.8 | 34.8 | 13.5 | 12.6 | 4.8 | 18.4 | 14.1 | 12.2 | 6.4 | 59.0 | 56.5 | 65.2 | 65.0 | 35.2 | 44.8 | 45.2 | 15.0 | ..... |
| 6239E | 34.9 | 34.9 | 13.5 | 12.6 | 4.8 | 18.4 | 12.5 | 12.2 | 6.4 | 59.0 | 56.5 | 65.2 | 65.0 | 35.2 | 44.8 | 45.2 | 15.0 | ..... |
| 6039 | 34.4 | 34.7 | 13.5 | 12.6 | 4.8 | 18.4 | 12.8 | 11.9 | 6.4 | 59.0 | 56.5 | 65.2 | 65.0 | 35.2 | 44.8 | 45.2 | 15.0 | ..... |
| 7523 | 36.8 | 35.4 | 12.9 | 13.0 | 5.4 | 20.5 | 15.4 | 12.0 | 7.2 | 59.0 | 56.3 | 64.6 | 58.2 | ..... | 43.6 | ..... | 14.1 | ..... |
| Chevrolet — 6-Delray, Biscayne, Bel Air | 35.0 | 34.2 | 10.8 | 13.0 | 5.5 | 19.0 | 12.0 | 14.0 | 6.8 FBP | 56.4 | 56.2 | 62.1 | 63.1 | 30.4 | 44.6 | 42.7 | 14.6 | 5.0 |
| Delray 1200; Biscayne 1600; Bel Air 1800 | 34.6 | 34.3 | 11.8 | 13.0 | 5.2 | 18.8 | 12.8 | 14.0 | 6.8 FSC | 56.4 | 56.2 | 61.9 | 63.1 | 30.4 | 44.9 | 42.8 | 14.6 | 4.8 |
| Corvette 867 | 34.7 | N | 8.9 | N | 4.9 | 20.0 | 14.4 | 14.5 | 5.8 FRS | 49.4 | N | 49.1 | N | N | 44.2 | N | 14.6 | 4.4 |
| Oldsmobile — Dynamic 88 | 35.1 | 33.5 | 11.2 | 11.8 | 5.5 | 21.8 | 13.8 | 12.3 | 6.0 FSR | 56.9 | 55.7 | 62.5 | 62.1 | 31.2 | 44.0 | 41.2 | 13.9 | 5.3 |
| Super 88 | 34.6 | 33.5 | 11.2 | 11.6 | 5.1 | 21.8 | 13.8 | 12.3 | 6.0 FSR | 56.9 | 55.7 | 62.5 | 62.1 | 31.2 | 43.8 | 41.2 | 13.9 | 5.3 |
| Ninety-Eight 98 | 34.6 | 33.1 | 11.2 | 11.9 | 5.1 | 21.8 | 12.8 | 11.8 | 6.0 FSR | 56.9 | 55.7 | 62.5 | 62.1 | 31.1 | 43.8 | 41.6 | 13.9 | 5.3 |
| Pontiac — Chieftain 58-25, 58-27 | 35.0 | 34.3 | 10.4 | 13.0 | 5.1 | 17.9 | 11.2 | 11.7 | 6.3 FSB | 56.4 | 56.2 | 62.0 | 63.1 | 29.7 | 44.7 | 41.6 | 14.5 | 4.7 |
| Super Chief, Star Chief 58-28 | 35.0 | 34.3 | 10.2 | 12.8 | 5.1 | 17.9 | 10.6 | 11.5 | 6.3 FSB | 56.4 | 56.2 | 62.0 | 63.1 | 29.7 | 44.5 | 41.4 | 14.5 | 4.7 |
| Bonneville 58-25 | 35.0 | 33.5 | 10.1 | 12.9 | 4.9 | 17.0 | 10.3 | 10.8 | 5.8 FSB | 56.2 | 52.5 | 63.0 | 54.5 | 25.9 | 44.5 | 37.7 | 14.5 | 4.7 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | |
| Packard — Packard 58L | 36.0 | 35.0 | 12.4 | 11.8 | 5.5 | 20.0 | 15.0 | 14.0 | 5.3 LEP | 55.3 | 54.4 | 59.5 | 59.0 | 31.5 | 43.0 | 41.0 | 13.3 | 3.5 |
| Hawk 58L | 35.8 | 34.9 | 11.8 | 13.1 | 5.0 | 20.0 | 17.0 | 14.5 | 5.3 LEP | 55.0 | 53.0 | 59.5 | 58.0 | 27.0 | 44.0 | 36.0 | 13.0 | 3.5 |
| Studebaker — Scotsman, Champion 58G | 36.0 | 35.0 | 12.6 | 12.3 | 5.8 | 20.0 | 15.0 | 14.5 | 6.5 ERC | 55.3 | 54.4 | 59.5 | 59.0 | 27.5 | 43.0 | 39.0 | 13.3 | 3.5 |
| Commander 58B | 36.0 | 35.0 | 12.6 | 12.3 | 5.8 | 20.0 | 15.0 | 14.0 | | 55.5 | 54.5 | 59.5 | 59.0 | 27.5 | 43.0 | 39.0 | 13.3 | 3.5 |
| President 58H | 36.0 | 35.0 | 12.4 | 11.8 | 5.5 | 20.0 | 15.0 | 14.0 | 5.3 LEP | 55.3 | 54.4 | 59.5 | 59.0 | 31.5 | 43.0 | 41.0 | 13.3 | 3.5 |
| Golden Hawk 58H | 35.1 | 33.3 | 11.8 | 13.1 | 5.0 | 20.0 | 17.0 | 14.5 | 5.3 LEP | 55.0 | 53.0 | 59.5 | 58.0 | 27.0 | 44.0 | 36.0 | 13.0 | 3.5 |

**ABBREVIATIONS**

**BST**—Bottom of spare tire well.
**ERC**—Engine rear cross member.
**F**—Frame.
**FBP**—Frame bottom plate.
**FRM**—Front end of rear muffler.
**FRS**—Front of rear spring hanger.
**FSB**—Frame side bar junction plate.
**FSM**—Frame side member.
**FSC**—Front suspension cross member.
**FSR**—Frame side rail.
**LEP**—Left exhaust pipe.
**N**—No or none.
**RM**—Rear of muffler.
**RRR**—Right rear resonator clamp.

***For Directory of Car Manufacturers listed above, see Table of Contents***

# GENERAL ENGINE DATA, PISTONS

| PASSENGER CAR MAKE AND MODEL | ENGINE | | | | | | | | | | | | | | PISTONS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Compression Ratio (to 1) | | Mounting Points | | | | | | | | | | Clearance | | | Ring Groove Depth | | | |
| | Type | Valve Arrangement | Number of Cylinders, Bore and Stroke | Piston Disp.—Cu. In. | Standard | Optional | Front | Rear | Taxable HP | Published Maximum BHP at Engine RPM | Published Maximum Torque (lb. ft. at RPM) | Recommended Idle Speed—RPM | Shipping Weight 5-6 Pass., 4 Dr. Sed. | Weight per Cu. In.[1] | Weight per Hp.[1] | HP per Cu. In. | Description and Finish | Weight—Oz. (Piston Only) | Top Land | Top of Skirt | Bottom of Skirt | No. 1 Ring | No. 2 Ring | No. 3 Ring | No. 4 Ring |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler American 5801 | IL | L | 6-3 1/2 x4 1/4 | 195.6 | 8.00 | N | 2 | 3 | 23.44 | 90-3800 | 150-1600 | 550 | 2463 | 15.15 | 32.92 | .460 | Fh,So,Tp,Co | 14.00 | .0185 | .0009 | .0009 | .1890 | .1890 | .1730 | N |
| 6-5810 | IL | IH | 6-3 1/2 x4 1/4 | 195.6 | 8.70 | N | 2 | 2 | 23.44 | 127-4200 | 180-1600 | 550 | 2947 | 17.62 | 27.14 | .649 | So,Tp,Co | 14.70 | .0185 | .0009 | .0009 | .1890 | .1890 | .1730 | N |
| Rebel 5820 | V | IH | 8-3 5/8 x3 1/4 | 250.0 | 8.70 | N | 2 | 2 | 39.20 | 215-4900 | 260-2500 | 550 | 3300 | 15.20 | 17.67 | .860 | Ss,Tp,Au | 18.00 | .0220 | .0013 | .0012 | .1870 | .1870 | .1890 | N |
| Ambassador 5880 | V | IH | 8-4x3 1/4 | 327.0 | 9.70 | N | 2 | 2 | 51.20 | 270-4700 | 360-2600 | 550 | 3456 | 12.10 | 14.65 | .826 | Ss,Tp,Au | 23.45 | .0220 | .0013 | .0012 | .1870 | .1870 | .1890 | N |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler Windsor LC1 | V | IH | 8-3 13/16 x3 5/8 | 354.0 | 10.00 | N | 2 | 1 | 49.70 | 290-4600 | 385-2000 | 475 | 3895 | 12.42 | 15.16 | .819 | Ss,St,E,Tp | 23.30 | .0320 | | .0010 | .2100 | .2100 | .2000 | N |
| Saratoga LC2 | V | IH | 8-3 13/16 x3 5/8 | 354.0 | 10.00 | N | 2 | 1 | 49.70 | 310-4600 | 405-3200 | 475 | 4120 | 13.05 | 14.90 | .876 | Ss,St,E,Tp | 23.30 | .0320 | | .0010 | .2100 | .2100 | .2000 | N |
| New Yorker LC3-H | V | IH | 8-4x3 5/8 | 392.0 | 10.00 | N | 2 | 1 | 51.20 | 345-4600 | 450-2800 | 475 | 4195 | 11.98 | 13.61 | .880 | Ss,St,E,Tp | 25.30 | .0320 | | .0010 | .2100 | .2100 | .2000 | N |
| 300D, LC3-S | V | IH | 8-4x3 5/8 | 392.0 | 10.00 | N | 2 | 1 | 51.20 | 380-5200 | 435-3600 | 625 | 4305 | 12.26 | 12.64 | .969 | Ss,St,E,Tp | 25.30 | .0320 | | .0010 | .2100 | .2100 | .2000 | N |
| De Soto Firesweep LS1 | V | IH | 8-4 1/16 x3 3/8 | 350.0 | 10.00 | N | 2 | 1 | 52.70 | 280-4600 | 380-2400 | 475 | 3660 | 11.89 | 14.86 | .800 | Sb,Hs,E,Tp | 24.50 | .0445 | .0010 | | .2100 | .2100 | .2100 | N |
| Firedome LS2 | V | IH | 8-4 1/16 x3 5/8 | 361.0 | 10.00 | N | 2 | 1 | 54.30 | 295-4600 | 390-2400 | 475 | 3965 | 12.37 | 15.14 | .817 | Sb,Hs,E,Tp | 24.40 | .0445 | .0010 | | .2100 | .2100 | .2100 | N |
| Fireflite LS3-H | V | IH | 8-4 1/16 x3 5/8 | 361.0 | 10.00 | N | 2 | 1 | 54.30 | 305-4600 | 400-2800 | 475 | 3990 | 12.44 | 14.72 | .845 | Sb,Hs,E,Tp | 24.40 | .0445 | .0010 | | .2100 | .2100 | .2100 | N |
| Adventurer LS3-S | V | IH | 8-4 1/16 x3 5/8 | 361.0 | 10.25 | N | 2 | 1 | 54.30 | 345-5000 | 400-3600 | 475 | 4000 | 12.45 | 13.04 | .956 | Sb,Hs,E,Tp | 24.40 | .0445 | .0010 | | .2100 | .2100 | .2100 | N |
| Dodge Coronet LD1 | IL | L | 6-3 1/4 x4 5/8 | 230.0 | 8.00 | N | 2 | 1 | 25.40 | 138-4000 | 208-1600 | 475 | 3410 | 17.00 | 28.33 | .600 | Us,E,Tp | 15.80 | .0300 | | .0007 | .1700 | .1700 | .1700 | .1700 |
| Coronet LD2-L | V | IH | 8-3 11/16 x3 3/8 | 325.0 | 9.00 | N | 2 | 1 | 43.30 | 252-4400 | 345-2400 | 475 | 3555 | 12.48 | 16.09 | .775 | Sb,Hs,E,Tp | 18.50 | .0305 | .0010 | | .1900 | .1900 | .1900 | N |
| Royal LD2-M | V | IH | 8-3 11/16 x3 3/8 | 325.0 | 9.00 | N | 2 | 1 | 43.30 | 265-4400 | 355-2800 | 475 | 3570 | 12.52 | 15.36 | .815 | Sb,Hs,E,Tp | 18.50 | .0305 | .0010 | | .1900 | .1900 | .2000 | N |
| Custom Royal LD3 | V | IH | 8-4 1/16 x3 5/8 | 350.0 | 10.00 | N | 2 | 1 | 52.70 | 295-4600 | 385-2800 | 475 | 3640 | 11.83 | 14.03 | .843 | Sb,Hs,E,Tp | 24.50[7] | .0445 | .0010 | | .2100 | .2100 | .2000 | N |
| Imperial Crown, Le Baron LY1 | V | IH | 8-4x3 5/8 | 392.0 | 10.00 | N | 2 | 1 | 51.20 | 345-4600 | 450-2800 | 475 | 4590 | 12.98 | 14.75 | .880 | Ss,St,E,Tp | 25.30 | .0320 | | .0010 | .2100 | .2100 | .2000 | N |
| Plymouth Plaza, Savoy, Belvedere LP1 | IL | L | 6-3 1/4 x4 5/8 | 230.0 | 8.00 | N | 2 | 1 | 25.30 | 132-3600 | 205-1200 | 475 | 3255 | 16.33 | 28.45 | .574 | Us,E,Tp | 15.80 | .0300 | .0007 | .0007 | .1700 | .1700 | .1700 | .1700 |
| Plaza, Savoy, Belvedere LP2 | V | IH | 8-3 11/16 x3 3/8 | 318.0 | 9.00 | N | 2 | 1 | 48.90 | 225-4400 | 330-2800 | 475 | 3415 | 12.31 | 17.40 | .708 | Sb,Hs,E,Tp | 21.00 | .0320 | .0010 | | .2100 | .2100 | .2000 | N |
| Fury LP2-H | V | IH | 8-3 11/16 x3 3/8 | 318.0 | 9.25 | N | 2 | 1 | 48.90 | 290-5200 | 330-3600 | 475 | 3510 | 12.61 | 13.83 | .912 | Sb,Hs,E,Tp | 21.00 | .0320 | .0010 | | .2100 | .2100 | .2000 | N |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel Ranger, Pacer | V | IH | 8-4 1/16 x3 1/2 | 361.0 | 10.50 | N | 2 | 1 | 52.49 | 303-4600 | 400-2800 | 490 | 3805 | 11.93 | 14.21 | .839 | Tp | 24.30 | .0196 | .0028 | .0018 | .1925 | .1925 | .1890 | N |
| Corsair 57A, 63A; Citation 57B, 63B, 76B | V | IH | 8-4 1/16 x3 5/8 | 410.0 | 10.50 | N | 2 | 1 | 56.45 | 345-4600 | 475-2900 | 490 | 4235 | 11.55 | 13.72 | .841 | Tp | 29.90 | .0186 | .0023 | .0018 | .2125 | .2125 | .1900 | N |
| Ford Custom 300, Fairlane, Fairlane 500 | IL | IH | 6-3 5/8 x3 1/2 | 223.0 | 8.60 | N | 2 | 1 | 31.54 | 145-4200 | 212-2100 | 490 | 3214 | 16.65 | 25.61 | .650 | Au,So,Tp | 19.20 | .0119 | .0017 | .0009 | .2051 | .2051 | .2051 | N |
| Custom 300, Fairlane | V | IH | 8-3 5/8 x3 1/2 | 292.0 | 9.10 | N | 2 | 1 | 45.00 | 205-4500 | 295-2400 | 600 | 3326 | 13.10 | 18.66 | .702 | Au,So,Tp | 19.60 | .0129 | .0017 | .0009 | .2116 | .2116 | .2061 | N |
| Fairlane 500, 51A, 57A, 58B, 63A, 64B | V | IH | 8-4x3 1/2 | 332.0 | 9.50 | N | 2 | 1 | 51.20 | 265-4600 | 360-2800 | 600 | 3510 | 12.08 | 15.13 | .798 | Au,So,Tp | 24.80 | .0202 | .0028 | .0018 | .2121 | .2121 | .2086 | N |
| Thunderbird 63A | V | IH | 8-4x3 1/2 | 352.0 | 10.20 | N | 2 | 1 | 51.20 | 300-4600 | 395-2800 | 490 | 3708 | 11.95 | 14.03 | .852 | Au,So,Tp | 24.30 | .0196 | .0028 | .0018 | .2121 | .2121 | .2086 | N |
| Lincoln Capri, Premiere, Continental | V | IH | 8-4 1/16 x3 7/8 | 430.0 | 10.50 | N | 2 | 1 | 59.17 | 375-4800 | 490-3100 | 450 | 4754 | 12.22 | 14.01 | .872 | Au,Ss,Tp | 29.80 | .0161 | .0022 | .0018 | .2271 | .2271 | .2086 | N |
| Mercury Monterey | V | IH | 8-4 1/16 x3 7/8 | 383.0 | 10.50 | N | 2 | 1 | 59.17 | 312-4600 | 405-2900 | 490 | 4160 | 12.17 | 14.94 | .815 | Au,Ss,Tp | 31.28 | .0191 | .0023 | .0018 | .2271 | .2271 | .2086 | N |
| Montclair | V | IH | 8-4 1/16 x3 7/8 | 383.0 | 10.50 | N | 2 | 1 | 59.17 | 330-4800 | 425-3000 | 490 | 4155 | 12.15 | 14.11 | .862 | Au,Ss,Tp | 31.28 | .0191 | .0023 | .0018 | .2271 | .2271 | .2086 | N |
| Park Lane 57C, 63C, 76C | V | IH | 8-4 1/16 x3 7/8 | 430.0 | 10.50 | N | 2 | 1 | 59.17 | 360-4600 | 480-3000 | 490 | 4418 | 11.44 | 13.66 | .837 | Au,Ss,Tp | 29.80 | .0191 | .0023 | .0018 | .2271 | .2271 | .2086 | N |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Buick Special 40 | V | IH | 8-4 1/16 x3 1/2 | 364.0 | 8.00 | 9.50[2] | 2 | 1 | 54.45 | 250-4400[2] | 380-2400[2] | 485 | 4115 | 12.68 | 18.46 | .687 | Cg,Ts,Ds | 22.16 | .0040 | .0011 | .0026 | .2150 | .2215 | .2265 | N |
| Century 60, Super 50 | V | IH | 8-4 1/16 x3 1/2 | 364.0 | 10.00 | N | 2 | 1 | 54.45 | 300-4600 | 400-3200 | 485 | 4241 | 13.02 | 15.80 | .824 | Cg,Ts,Ds | 22.16 | .0040 | .0011 | .0026 | .2150 | .2215 | .2265 | N |
| Roadmaster 70, Limited 700 | V | IH | 8-4 1/16 x3 1/2 | 364.0 | 10.00 | N | 2 | 2 | 54.45 | 300-4600 | 400-3200 | 485 | 4668 | 14.20 | 17.23 | .824 | Cg,Ts,Ds | 22.16 | .0040 | .0011 | .0026 | .2150 | .2215 | .2265 | N |
| Cadillac 62, 60, 75 | V | IH | 8-4x3 5/8 | 365.0 | 10.25 | N | 2 | 1 | 51.20 | 310-4800[3] | 405-3100[4] | 450 | 4675 | 14.18 | 16.69 | .849 | Dt,Cg,Ct,Sc | 22.72 | .0315 | .0015 | N | .2080 | .2080 | .2080 | N |
| Chevrolet 6-Delray, Biscayne, Bel Air | IL | IH | 6-3 7/8 x3 1/4 | 235.5 | 8.25 | N | 2 | 1 | 30.40 | 145-4200 | 215-2400 | 475 | 3439 | 16.73 | 27.17 | .616 | Cg,Tp,Ce,Fh | 18.40 | .0375 | .0008 | | .2015 | .2015 | .2015 | N |
| Delray 1200, Biscayne 1600, Bel Air 1800 | V | IH | 8-3 7/8 x3 | 283.0 | 8.50 | 9.50[5] | 2 | 1 | 48.00 | 185-4600 | 275-2400 | 475 | 3432 | 13.89 | 21.25 | .654 | Fh,Ss,Au | 20.48 | .0390 | .0008 | | .2186 | .2186 | .2126 | N |
| Corvette 867 | V | IH | 8-3 7/8 x3 | 283.0 | 9.50 | 10.50[6] | 2 | 1 | 48.00 | 230-4800 | 300-3000 | 475 | 2781 | 11.59 | 14.27 | .813 | | 21.12 | .0390 | .0018 | | .2186 | .2186 | .2126 | N |
| Oldsmobile Dynamic 88 | V | IH | 8-4x3 1/4 | 371.0 | 10.00 | N | 1 | 2 | 51.00 | 265-4400 | 390-2400 | 460 | 3985 | 12.09 | 16.92 | .714 | Au,Cg,Tp,St | 25.22 | .0310 | .0015 | .0010 | .2095 | .2095 | .1995 | N |
| Super 88, Ninety-Eight 98 | V | IH | 8-4x3 1/4 | 371.0 | 10.00 | N | 1 | 2 | 51.00 | 305-4600 | 410-2800 | 460 | 4008 | 12.15 | 14.78 | .822 | Au,Cg,Tp,St | 25.22 | .0310 | .0015 | .0010 | .2095 | .2095 | .1995 | N |
| Pontiac Chieftain, Super Chief | V | IH | 8-4 1/16 x3 7/8 | 370.0 | 8.60 | 10.00 | 1 | 2 | 52.80 | 240-4500 | 354-2600 | 460 | 3735 | 11.45 | 15.56 | .649 | Cg,Ss,Sb,Tp | 24.83 | .0285 | .0012 | .0009 | .2110 | .2010 | .1835 | N |
| Star Chief 58-27, 58-28; Bonneville 58-25 | V | IH | 8-4 1/16 x3 7/8 | 370.0 | 8.60 | 10.00 | 1 | 2 | 52.80 | 255-4500 | 360-2600 | 460 | 3825 | 11.69 | 15.00 | .689 | Cg,Ss,Sb,Tp | 24.83 | .0285 | .0012 | .0009 | .2110 | .2010 | .1835 | N |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Packard Packard 58L | V | IH | 8-3 7/8 x3 5/8 | 289.0 | 8.30 | 7.50 | 2 | 2 | 40.60 | 225-4500 | 305-3000 | 550 | 3505 | 13.86 | 17.80 | .779 | Cg,Tp | 16.22 | .0195 | SF | SF | .1938 | .1938 | .1938 | N |
| Hawk 58L | V | IH | 8-3 7/8 x3 5/8 | 289.0 | 7.80 | 7.50 | 2 | 2 | 40.60 | 275-4800 | 333-3200 | 550 | 3470 | 13.74 | 14.44 | .952 | Cg,Tp | 16.22 | .0195 | SF | SF | .1938 | .1938 | .1938 | N |
| Studebaker Scotsman, Champion 58G | IL | L | 6-3x4 5/8 | 186.5 | 7.80 | 7.10 | 2 | 1 | 21.60 | 101-4000 | 152-1800 | 550 | 2735 | 17.43 | 32.03 | .544 | Cg,T,Tp | 9.35 | .0473 | SF | SF | .1635 | .1485 | .1685 | N |
| Commander 58B | V | IH | 8-3 7/8 x3 1/4 | 259.2 | 8.30 | 7.50 | 2 | 1 | 40.60 | 180-4500 | 260-2800 | 550 | 3155 | 14.10 | 20.31 | .694 | Cg,Tp | 16.21 | .0195 | SF | SF | .1938 | .1938 | .1938 | N |
| President 58H | V | IH | 8-3 7/8 x3 5/8 | 289.0 | 8.30 | 7.50 | 2 | 1 | 40.60 | 225-4500 | 305-3000 | 550 | 3325 | 13.24 | 17.00 | .779 | Cg,Tp | 16.22 | .0195 | SF | SF | .1938 | .1938 | .1938 | N |
| Golden Hawk 58H | V | IH | 8-3 7/8 x3 5/8 | 289.0 | 7.80 | 7.50 | 2 | 1 | 40.60 | 275-4800 | 333-3200 | 550 | 3395 | 13.48 | 14.16 | .952 | Cg,Tp | 16.22 | .0195 | SF | SF | .1938 | .1938 | .1938 | N |

**ABBREVIATIONS**

1—Shipping weight plus 500 lb. for passengers, oil, water and gasoline.
2—With automatic transmission.
3—Eldorado models, 335-4800.
4—Eldorado models, 405-3400.
5—With four barrel carburetor or fuel injection.
6—With fuel injection and special camshaft.
7—Early models only; late models, 21.40.

Au—Automatic.
Ce—Controlled expansion.
Cg—Cam ground. Co—Conformatic.
Ct—Contoured top.
Ds—Divorced skirt.
Dt—Double "T" slot.
E—Elliptically turned.
Fh—Flat head.
Hs—Horizontal slot.
IH—In head.
IL—In line.
L—"L" head, valves at side.
N—No or none.
Sb—Steel band.
Sc—Stannate coated.
SF—Selective fit.
So—Solid skirt.
Ss—Slipper skirt.
St—Steel strut.
T—"T" slot.
Tp—Tin plate.
Ts—Transverse slot.
Us—"U" slot.
V—"V" type engine.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# PISTON RINGS, PISTON PINS, AND CONNECTING RODS

| PASSENGER CAR MAKE AND MODEL | Bore | PISTON RINGS: Type—Oil or Compression: No. 1 | No. 2 | No. 3 | No. 4 | Compression: Material | Coating | Width | Gap | Oil: Material | Coating | Width | Gap | Location of Expanders | PISTON PIN: Material | Length | Diameter | Type: Locked in— | Bushing: Location | Bushing: Material | Clearance: In Piston | Clearance: In Rod | Direction Offset in Piston | CONNECTING RODS: Material | Weight (oz.) | Length (center to center) | Bearing: Material | Bearing: Overall Length | Bearing: Clearance | Bearing: End Play |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801, 5810 | 3 1/16 | C | C | O | N | Al | Ch[1] | .0933[3] | .015 | St | Ch | .0245 | .035 | OR | 1016 | 2.7500 | .8597 | R | N | | PPF | PF | MT | 1145 | 23.00 | 6.6250 | Bsb | .9600 | .0013 | .010 |
| 8-5820 | 3 1/32 | C | C | O | N | Al | Ch[2] | .0778 | .015 | St | Ch | .0245 | .035 | OR | 1016 | 3.1870 | .9307 | R | N | | PPF | PF | MT | 1145 | 27.60 | 6.3750 | Bsb | .8670 | .0018 | .008 |
| 8-5880 | 4 | C | C | O | N | Al | Ch[2] | .0778 | .015 | St | Ch | .0245 | .035 | OR | 1016 | 3.1870 | .9307 | R | N | | PPF | PF | MT | 1145 | 27.60 | 6.3750 | Bsb | .8670 | .0018 | .008 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1, LC2 | 3 13/16 | C | C | O | N | CI | Tp | .0780 | .015 | CI | | .1860 | .015 | OR | HMS | 3.1500 | .9840 | F | R | BrS | .0003 | .0003 | Ri | HMFS | 25.20 | 6.6200 | Lbs | .9050 | .0010 | .010 |
| 8-LC3-H | 4 | C | C | O | N | CI | Tp | .0780 | .019 | CI | | .1860 | .015 | OR | HMS | 3.1500 | .9840 | F | R | BrS | .0003 | .0003 | Ri | HMFS | 27.70 | 6.9500 | Lbs | .8750 | .0010 | .010 |
| 8-LC3-S | 4 | C | C | O | N | CI | Ch[4] | .0780 | .019 | CI | | .1860 | .019 | OR | HMS | 3.1500 | .9840 | F | R | BrS | .0003 | .0003 | Ri | HMFS | 27.70 | 6.9500 | Bmg | .8750 | .0010 | .010 |
| De Soto 8-LS1 | 4 1/16 | C | C | O | N | CI | Tp | .0780 | .019 | CI | | .1880 | .019 | OR | HMS | 3.4400 | 1.0935 | R | N | | .0004 | .0010 | Ri | DFS | 28.60 | 6.3600 | Lbs | .9270 | .0010 | .013 |
| 8-LS2 | 4 1/16 | C | C | O | N | CI | Tp | .0780 | .019 | CI | | .1880 | .019 | OR | HMS | 3.4400 | 1.0935 | R | N | | .0004 | .0010 | Ri | DFS | 28.60 | 6.3600 | Lbs | .9270 | .0010 | .013 |
| 8-LS3 | 4 1/16 | C | C | O | N | CI | Tp | .0780 | .019 | CI | | .1880 | .019 | OR | HMS | 3.4400 | 1.0935 | R | N | | .0004 | .0010 | Ri | DFS | 28.60 | 6.3600 | Lbs | .9270 | .0010 | .013 |
| Dodge 6-LD1 | 3 13/16 | C | C | O | O | CI | Ch[4] | .0930 | .015 | CI | | .1550 | .015 | N | HMS | 2.7500 | .8590 | F | R | | .0003 | .0002 | N | HMFS | 27.90 | 7.8100 | Bmg | 1.0000 | .0010 | .009 |
| 8-LD2 | 3 13/16 | C | C | O | N | CI | Tp | .0780 | .015 | CI | | .1860 | .015 | | HMS | 3.0700 | .9220 | F | R | BrS | .0002 | .0003 | Ri | HMFS | 24.00 | 6.6200 | Bmg | .8110 | .0010 | .010 |
| 8-LD3 | 4 1/16 | C | C | O | N | CI | Tp | .0780 | .019 | CI | | .1880 | .019 | | HMS | 3.4400 | 1.0935 | R | N | | .0004 | .0010 | Ri | DFS | 28.60 | 6.3600 | Lbs | .9270 | .0010 | .013 |
| Imperial 8-LY1 | 4 | C | C | O | N | CI | Tp | .0780 | .019 | CI | | .1860 | .019 | OR | HMS | 3.1500 | .9840 | F | R | BrS | .0003 | .0003 | Ri | HMFS | 27.70 | 6.9500 | Lbs | .8750 | .0010 | .010 |
| Plymouth 6-LP1 | 3 13/16 | C | C | O | O | CI | Ch[4] | .0930 | .015 | CI | | .1550 | .015 | N | HMS | 2.7500 | .8590 | F | R | BrS | .0003 | .0002 | N | HMFS | 27.90 | 7.8100 | Bmg | 1.0000 | .0010 | .009 |
| 8-LP2 | 3 13/16 | C | C | O | N | CI | Tp | .0780 | .015 | CI | | .1860 | .015 | | HMS | 3.0000 | .9840 | F | R | BrS | .0003 | .0003 | Ri | HMFS | 25.60 | 6.1200 | Bmg[5] | .8430 | .0012 | .010 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | 4 1/16 | C | C | O | N | ACI | Ch[6] | .0778[7] | .018 | St | Ch | .1885 | .035 | | St | 3.1600 | .9752 | F | R | Br | .0002 | .0002 | Ri | FS | 25.70 | 6.5400 | Cla | .7210 | .0015 | .011 |
| 8-Corsair, Citation | 4 1/16 | C | C | O | N | ACI | Ch[6] | .0775[8] | .018 | St | Ch | .1885 | .035 | | St | 3.4900 | .9752 | R | N | | .0002 | .0012 | Ri | FS | 27.40 | 6.6000 | Cla | .8410 | .0016 | .010 |
| Ford 6-Custom 300, Fairlane, Fairlane 500 | 3 7/8 | C | C | O | N | ACI | Ch[12] | .0933 | .015 | St | Ch | .1850 | .035 | OR | AS | 3.0230 | .9122 | F | R | Br | .0002 | .0002 | Ri | FS | 29.63 | 6.2600 | Bsb | 1.0340 | .0014 | .006 |
| 8-Custom 300, Fairlane | 3 7/8 | C | C | O | N | ACI | Ch[12] | .0778 | .015 | St | Ch | .1850 | .035 | OR | AS | 3.0250 | .9122 | F | R | Br | .0002 | .0002 | Ri | FS | 24.05 | 6.3220 | Cla | .7410 | .0018 | .011 |
| 8-Fairlane 500 | 4 | C | C | O | N | ACI | Ch[6] | .0778[7] | .018 | St | Ch | .1880 | .035 | OR | AS | 3.1630 | .9752 | F | R | Br | .0002 | .0002 | Ri | FS | 25.75 | 6.5400 | Cla | .7410 | .0019 | .011 |
| 8-Thunderbird | 4 | C | C | O | N | ACI | Ch[6] | .0778[7] | | St | Ch | .1860 | .035 | OR | AS | 3.1630 | .9752 | F | R | Br | .0002 | .0002 | Ri | FS | 25.75 | 6.5400 | Cla | .7410 | .0019 | .011 |
| Lincoln 8-All | 4 1/16 | C | C | O | N | ACI[9] | Ch[6] | .0778[8] | .020 | St | Ch | .1879 | .035 | | AS | 3.4900 | .9752 | R | N | | .0002 | .0012 | Ri | FS | 25.75 | 6.5400 | Cla | .7410 | .0019 | .011 |
| Mercury 8-Monterey, Montclair | 4 1/16 | C | C | O | N | CI | Ch[6] | .0778[8] | .020 | St | Ch | .0242 | .035 | | 5015 | 3.4900 | .9752 | | N | | .0002 | PF | Ri | FS | 27.20 | 6.6000 | Cls | .8610 | .0016 | .010 |
| 8-Park Lane | 4 1/16 | C | C | O | N | CI | Ch[6] | .0778[8] | .020 | St | Ch | .0242 | .035 | | 5015 | 3.4900 | .9752 | | N | | .0002 | .0012 | Ri | FS | 27.19 | 6.6000 | CL | 2.0000 | .0016 | .011 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 60, 50, 70, 700 | 4 1/16 | C | C | O | N | CI | Lub | .0775 | .020 | St | N | .1830 | .025 | OR | 1118 | 3.5000 | .9996 | R | N | | .0004 | .0011 | N | 1141 | 23.20 | 6.1000 | Als | .8200 | .0013 | .009 |
| Cadillac 8-62, 60, 75 | 4 | C | C | O | N | CI | Ch[1] | .0781 | .018 | CI | N | .1875 | .018 | | 1045 | 3.0930 | 1.0000 | R | N | | .0001 | PF | MT | 1041 | 23.49 | 6.6250 | Mor | .8175 | .0013 | .011 |
| Chevrolet 6-1100, 1500, 1700 | 3 7/8 | C | C | O | N | ACI | WR | .0933 | .012 | St | Ch | .1845 | .035 | OR | CS | 3.1830 | .8663 | R | N | | .0002 | N | MT | DFS | 28.03 | 6.8125 | Bsb | 1.0080 | .0017 | .008 |
| 8-1200, 1600, 1800 | 3 7/8 | C | C | O | N | ACI | Ch[10] | .0778 | .015 | St | Ch | .1845 | .035 | OR | HAS | 3.0000 | .9272 | R | N | | .0020 | N | MT | FS | 19.02 | 5.7000 | Bsb | .8170 | .0017 | .011 |
| 8-867 | 3 7/8 | C | C | O | N | ACI | Ch | .0778 | .015 | St | Ch | .1845 | .035 | OR | CS | 3.0000 | .9272 | R | N | | .0002 | N | MT | FS | 19.02 | 5.7000 | Bsb | .8170 | .0017 | .011 |
| Oldsmobile 8-88, S88, 98 | 4 | C | C | O | N | CI | Ch[1] | .0778[3] | .018 | St | Ch | .2010 | .035 | OR | 1117 | 3.1260 | .9805 | F | R | Br | .0001 | .0002 | Ri | 1139 | 29.53 | 6.6230 | Abs | .8260 | .0020 | .007 |
| Pontiac 8-58-25, 58-27, 58-28 | 4 1/16 | C | C | O | N | CI | Ch[1] | .0780 | .021[11] | St | Ch | .1840 | .025 | OR | 1117 | 3.2500 | .9802 | R | N | | .0004 | PF | Ri | 1139 | 29.34 | 6.6250 | Dsb | .8800 | .0020 | .009 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | 3 7/8 | C | C | O | N | CI | Gr | .0781 | .012 | CI | Gr | .1875 | .012 | OR | 5120 | 3.0625 | .8750 | R | N | | .0002 | N | N | 1141 | 23.71 | 6.6250 | Bsb | .8430 | .0015 | .011 |
| Studebaker 6-58G | 3 | C | C | O | N | CI | Fe | .0938[13] | .012 | CI | BI | .1563 | .011 | | 8620 | 2.6250 | .7500 | R | N | | .0002 | N | N | 1041 | 19.04 | 6.3750 | Bsb | .9050 | .0013 | .007 |
| 8-58B, 58H | 3 7/8 | C | C | O | N | CI | Gr | .0781 | .012 | CI | Gr | .1875 | .012 | OR | 5120 | 3.0625 | .8750 | R | N | | .0002 | N | N | 1141 | 23.71 | 6.6250 | Bsb | .8430 | .0015 | .011 |

**ABBREVIATIONS**

1—Upper only; lower, Lubrite.
2—Upper only; lower, Ferrox.
3—Upper only; lower, .0930.
4—Upper only; lower, tin.
5—Early production only; late production, lead-base babbitt on steel.
6—Upper only; lower, phosphate.
7—Upper only; lower, .0933.
8—Upper only; lower, .0935.
9—Upper only; lower, cast iron.
10—Upper only; lower, wear-resistant.
11—Upper only; lower, .019.
12—Upper only; lower, oxide.
13—Upper only; lower, .1250.

**Abs**—Aluminum with babbitt overlay, steel backed.
**ACI**—Alloy cast iron.
**Al**—Alloy iron.
**Als**—Aluminum, steel backed.
**AS**—Alloy steel, heat treated.
**Bl**—Blued.
**Bmg**—Bi-metal grid.
**Br**—Bronze.
**BrS**—Bronze, steel backed.
**Bsb**—Babbitt, steel backed.
**C**—Compression.
**Ch**—Chromium.
**CI**—Cast Iron.
**CL**—Copper-lead.
**Cla**—Copper-lead alloy, steel backed.
**Cls**—Copper-lead, steel backed.
**CS**—Chrome steel.
**DFS**—Drop forged steel.
**Dsb**—Durex, steel backed.
**F**—Floating.
**Fe**—Ferrox.
**FS**—Forged steel.
**Gr**—Granoseal.
**HAS**—High alloy steel.
**HMFS**—High manganese forging steel.
**HMS**—High manganese steel.
**Lbs**—Lead-base babbitt, steel backed.
**Lub**—Lubrite.
**Mor**—Moraine 400.
**MT**—Toward maximum thrust side.
**N**—No or none.
**O**—Oil.
**OR**—Oil ring.
**PF**—Press fit.
**PPF**—Palm press fit.
**R**—Connecting rod.
**Ri**—Right.
**St**—Steel.
**Tp**—Tin-plated.
**WR**—Wear-resistant.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# CRANKSHAFTS, CAMSHAFTS



| PASSENGER CAR MAKE AND MODEL | CRANKSHAFT | | | | | | | | | | | | | CAMSHAFT | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Main Bearing | | | | | | | | | | | Bearings | | Type of Drive | | | | | |
| | | | | | | | Journal Diameter and Bearing Effective Length | | | | | | | | | | | | | Timing Chain | | |
| | Material | Vibration Dampener Type | End Thrust Taken Up by Bearing | Crankshaft End Play | Material | Clearance | No. 1 | No. 2 | No. 3 | No. 4 | No. 5 | Direction of Cyl. Off-set | Connecting Rod Crankpin Journal Diameter | Location | Material | Material | Number | Gear or Chain | Crankshaft Gear or Sprocket Material | Camshaft Gear or Sprocket Material | No. of Links | Width | Pitch |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801, 5810 | DFS | RF | 1 | .0050 | Bsb | .0012 | 2.4795x1.1250 | 2.4795x1.1250 | 2.4795x1.1250 | 2.4795x1.5310 | None | N | 2.0952 | RS | SCI | Bsb | 4 | Ch | 1117 | 110 | 80 | 1.0000 | .375 |
| 8-5820, 5880 | DFS | RF | 1 | .0050 | Bsb | .0019 | 2.4987x .9560 | 2.4987x .9500 | 2.4987x .9500 | 2.4987x .9500 | 2.4987x .9500 | N | 2.2487 | Cen | SCI | Bsb | 5 | Ch | 1117 | 110 | 62 | .8750 | .375 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1, LC2 | DFS | RD | 3 | .0045 | Lbs[1] | .0010 | 2.5000x .9050 | 2.5000x .9050 | 2.5000x1.1510 | 2.5000x .9050 | 2.5000x1.6250 | N | 2.2500 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 68 | 1.1200 | .375 |
| 8-LC3-H | DFS | RD | 3 | .0045 | Lbs[1] | .0010 | 2.6900x .9050 | 2.6900x .9050 | 2.6900x1.2010 | 2.6900x .9050 | 2.6900x1.6250 | N | 2.3800 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 68 | 1.1200 | .375 |
| 8-LC3-S | DFS | RD | 3 | .0045 | Bmg[2] | .0010 | 2.6900x .9050 | 2.6900x .9050 | 2.6900x1.2010 | 2.6900x .9050 | 2.6900x1.6250 | N | 2.3800 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 68 | 1.1200 | .375 |
| De Soto 8-LS1, LS2, LS3 | DFS | RD | 3 | .0045 | Lbs[1] | .0010 | 2.6300x .9400 | 2.6300x .9400 | 2.6300x1.2200 | 2.6300x .9400 | 2.6300x .9400 | N | 2.3800 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 50 | .8800 | .500 |
| Dodge 6-LD1 | DFS | RD | 4 | .0050 | Lbs[3] | .0010 | 2.5000x1.2400 | 2.5000x1.0300 | 2.5000x1.0300 | 2.5000x1.8700 | None | L | 2.0600 | RS | HCI | Lbs[4] | 4 | Ch | HMS | CI | 48 | 1.0200 | .500 |
| 8-LD2 | DFS | N | 3 | .0045 | Lbs[1] | .0010 | 2.5000x .8420 | 2.5000x .8420 | 2.5000x1.0900 | 2.5000x .8420 | 2.5000x1.5600 | N | 2.2500 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 68 | 1.1200 | .375 |
| 8-LD3 | DFS | RD | 3 | .0045 | Lbs[1] | .0010 | 2.6300x .9400 | 2.6300x .9400 | 2.6300x1.2200 | 2.6300x .9400 | 2.6300x .9400 | N | 2.3800 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 50 | .8800 | .500 |
| Imperial 8-LY1 | DFS | RD | 3 | .0045 | Lbs[1] | .0010 | 2.6900x .9050 | 2.6900x .9050 | 2.6900x1.2010 | 2.6900x .9050 | 2.6900x1.6250 | N | 2.3800 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 68 | 1.1200 | .375 |
| Plymouth 6-LP1 | DFS | RD[5] | 4 | .0045 | Lbs[3] | .0010 | 2.5000x1.2400 | 2.5000x1.0300 | 2.5000x1.0300 | 2.5000x1.8700 | None | L | 2.0600 | RS | HCI | Lbs[4] | 4 | Ch | HMS | CI | 48 | 1.0200 | .500 |
| 8-LP2 | DFS | RD | 3 | .0045 | Lbs[1] | .0010 | 2.5000x .8720 | 2.5000x .8720 | 2.5000x1.1500 | 2.5000x .8720 | 2.5000x1.5600 | N | 2.1200 | Cen | HCI | Lbs | 5 | Ch | HMS | CI | 68 | .8750 | .380 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | PAI | RFI | 3 | .0040 | Cls | .0015 | 2.7488x .9070 | 2.7488x .9070 | 2.7488x1.1210 | 2.7488x .9070 | 2.7488x .9070 | N | 2.4384 | Cen | ACI | Bsb | 5 | Ch | SI | CI | 48 | .8600 | .500 |
| 8-Corsair, Citation | PAI | RFI | 3 | .0060 | Cls | .0017 | 2.8998x .9550 | 2.8998x .9550 | 2.8998x1.1190 | 2.8998x .9550 | 2.8998x .9550 | N | 2.5996 | Cen | ACI | Bsb | 5 | Ch | SI | CI | 52 | .8600 | .500 |
| Ford 6-Custom 300, Fairlane, Fairlane 500 | PNI | RFI | 3 | .0060 | Bsb | .0015[11] | 2.4984x1.1000 | 2.4984x1.1000 | 2.4984x1.3540 | 2.4984x1.3250 | None | | 2.2984 | | SAI | Bsb | 4 | Ch | SIS | CI | 56 | 1.0000 | .375 |
| 8-Custom 300, Fairlane | PNI | RFI | 3 | .0040 | Cls | .0019 | 2.4984x .9070 | 2.4984x .9070 | 2.4984x1.1210 | 2.4984x .9070 | 2.4984x .9070 | | 2.1884 | | SAI | Bsb | 5 | Ch | SIS | CI | 56 | 1.0000 | .375 |
| 8-Fairlane 500, Thunderbird | PNI | RFI | 3 | .0040 | Cls | .0018 | 2.7488x .9070 | 2.7488x .9070 | 2.7488x1.1210 | 2.7488x .9070 | 2.7488x .9070 | | 2.4384 | | SAI | Bsb | 5 | Ch | SIS | CI | 48 | .8600 | .500 |
| Lincoln 8-All | AI | RFI | 3 | .0060 | Cls | .0019 | 2.8998x .9950 | 2.8998x .9950 | 2.8998x1.1190 | 2.8998x .9950 | 2.8998x .9950 | Ri | 2.5998 | Cen | SAI | Bsb | 5 | Ch | SIS | CI | 52 | .8640 | .500 |
| Mercury 8-All | AI | RFI | 3 | .0060 | Cla | .0019 | 2.8998x1.5570 | 2.8998x1.1250 | 2.8998x1.1250 | 2.8998x1.1250 | 2.8998x1.1950 | N | 2.5996 | Cen | AI | Bsb | 5 | Ch | SIS | AI | 52 | .8640 | .500 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 60, 50, 70, 700 | 1046 | RA | 5 | .0060 | Msb[6] | .0013 | 2.4985x .8040 | 2.4985x .8040 | 2.4985x .8040 | 2.4985x .8040 | 2.4985x1.1050 | N | 2.2495 | Cen | ACI | Bsb | 5 | Ch | SMP | CI | 52 | .6880 | .500 |
| Cadillac 8-62, 60, 75 | 1145 | RA | 5 | .0055 | Msb[6] | .0017 | 2.6250x .9070 | 2.6250x .9070 | 2.6250x .9070 | 2.6250x .9070 | 2.6250x1.6220 | N | 2.2500 | | CI | Bsb | 5 | Ch | 1118 | 1115 | 46 | .6875 | .500 |
| Chevrolet 6-1100, 1500, 1700 | FS | RFI | 3 | .0065 | Bsb | .0016[7] | 2.6840x1.0630 | 2.7150x .9070 | 2.7460x .9820 | 2.7770x1.1890 | None | N | 2.3115 | RS | ACI | Bsb | 4 | G | St | Bfc | N | | |
| 8-1200, 1800, 1800 | FS | RFI | 5 | .0040 | Bsb | .0021 | 2.2983x .7620 | 2.2983x .7620 | 2.2983x .7620 | 2.2983x .7620 | 2.2983x1.1690 | N | 1.9995 | Cen | ACI | Bsb | 5 | Ch | St | ACI | 46 | .8800 | .500 |
| 8-867 | FS | RM | 5 | .0040 | Bsb | .0021 | 2.2983x .7620 | 2.2983x .7620 | 2.2983x .7620 | 2.2983x .7620 | 2.2983x1.1690 | N | 1.9995 | Cen | ACI | Bsa | 5 | Ch | St | ACI | 46 | .8750 | .500 |
| Oldsmobile 8-88, 588, 98 | 1145 | RA | 5 | .0060 | Als[8] | .0011[9] | 2.7500x .8180 | 2.7500x .8180 | 2.7500x .8180 | 2.7500x .8180 | 2.7500x1.1950 | N | 2.2500 | Cen | ACI | Bsb | 5 | Ch | 1140 | CI | 48 | .8438 | .500 |
| Pontiac 8-58-25, 58-27, 58-28 | 1045 | RFI | 4 | .0060 | Dsb | .0015[10] | 2.6200x .9400 | 2.6200x .9400 | 2.6200x .9400 | 2.6200x1.1300 | 2.6200x1.5900 | N | 2.2500 | Cen | ACI | Lbs | 5 | Ch | CHS | CAI | 60 | 1.0000 | .375 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | 1046 | RMD | 1 | .0045 | Bsb | .0017 | 2.5000x1.3090 | 2.5000x .9060 | 2.5000x .9060 | 2.5000x .9060 | 2.5000x1.5460 | | 2.0000 | Cen | ACI | Bsb | 5 | G | CI | CS | N | | |
| Studebaker 6-58G | 1046 | RMD | 1 | .0045 | Bsb | .0014 | 3.0625x1.3450 | 3.0625x1.1250 | 3.0625x1.1250 | 3.0625x1.5310 | None | N | 1.8125 | RS | ACI | Bsb | 4 | G | CI | Cel | N | | |
| 8-58B, 58H | 1046 | RMD | 1 | .0045 | Bsb | .0017 | 2.5000x1.3090 | 2.5000x .9060 | 2.5000x .9060 | 2.5000x .9060 | 2.5000x1.5460 | | 2.0000 | Cen | ACI | Bsb | 5 | G | CI | CS | N | | |

**ABBREVIATIONS**

1—Center bearing is tin base babbitt on steel.
2—Rear bearing is lead base babbitt on steel.
3—Rear bearing is tin base babbitt on steel.
4—Rear bearing is cast iron (bored in block).
5—None on Plaza models.
6—Rear bearing is Durex, steel backed.
7—No. 3 and 4, .0018.
8—Rear bearing is steel backed Durex with babbitt overlay.
9—No. 2, .0013; No. 3 and 4, .0018; No. 5, .0023.
10—No. 2, 3, 4 and 5; .0018.
11—No. 4, .0020.
ACI—Alloy cast iron.
AI—Alloy iron.
Als—Aluminum, steel backed with babbitt overlay.
Bfc—Bakelite and fabric composition with steel hub.
Bmg—Bi-metal grid.
Bsa—Babbitt on steel backed aluminum shell.
Bsb—Babbitt, steel backed.
CAI—Cyanide hardened, alloy iron.
Cel—Celeron.
Cen—Center, between cylinder banks.
Ch—Chain.
CHS—Carburized and hardened steel.
CI—Cast iron.
Cla—Copper lead alloy.
Cls—Copper lead, steel backed.
CS—Celeron with steel hub.
DFS—Drop forged steel.
Dsb—Durex, steel backed.
FS—Forged steel.
G—Gear.
HCI—Hardened cast iron.
HMS—High manganese steel.
L—Left.
Lbs—Lead base babbitt, steel backed.
Msb—Moraine, steel backed.
N—No or none.
PAI—Pearlitic alloy iron.
PNI—Pearlitic nodular iron.
RA—Rubber absorption.
RD—Rubber dynamic.
RF—Rubber and friction.
RFI—Rubber floated.
RM—Rubber mounted.
RMD—Rubber mounted disc.
RS—Right side.
SAI—Special alloy iron.
SCI—Special cast iron alloy.
SI—Sintered iron.
SIS—Sintered iron or steel.
SMP—Sintered metal powder.

***For Directory of Car Manufacturers listed above, see Table of Contents.***

# VALVES, INTAKE AND EXHAUST

| PASSENGER CAR MAKE AND MODEL | Hydraulic Lifters | Special Provision for Valve Rotation (Intake or Exhaust) | Rocker Ratio—to-1 | INTAKE | | | | | | | | | | | | | EXHAUST | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Seat | | Stem | | | Springs | | | | | | | | Seat | | Stem | | | Springs | | | |
| | | | | | | | | | | | | Pressure (lb.) | | Length (in.) | | | | | | | | | | Pressure (lb.) | | Length (in.) | |
| | | | | Material | Overall Length | Actual Overall Head Diameter | Angle (Deg.) | Insert Material | Diameter (In.) | Guide Clearance | Lift (In.) | Valve Closed | Valve Open | Valve Closed | Valve Open | Material | Overall Length | Actual Overall Head Diameter | Angle (Deg.) | Insert Material | Diameter (In.) | Guide Clearance | Lift (In.) | Valve Closed | Valve Open | Valve Closed | Valve Open |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | NA | N | N | SCS | 4.781 | 1.469 | 45 | N | .3410 | .0023 | .324 | 39.0 | 78.5 | 1.750 | 1.440 | 2112N | 4.781 | 1.281 | 45 | N | .3410 | .0023 | .322 | 39.0 | 78.5 | 1.750 | 1.440 |
| 6-5810 | NA | N | 1.463 | SCS | 4.759 | 1.594 | 45 | N | .3415 | .0026 | .366 | 67.5 | 120.0 | 1.813 | 1.438 | 2112N | 4.759 | 1.343 | 45 | N | .3410 | .0031 | .361 | 67.5 | 120.0 | 1.813 | 1.438 |
| 8-5820 | NA | N | 1.500 | SCS | 4.827 | 1.787 | 30 | N | .3415 | .0021 | .375 | 88.0 | 155.0 | 1.813 | 1.438 | 2112N | 4.827 | 1.406 | 45 | N | .3410 | .0026 | .375 | 88.0 | 155.0 | 1.813 | 1.438 |
| 8-5880 | Std | N | 1.500 | SCS | 4.827 | 1.787 | 30 | N | .3415 | .0021 | .375 | 88.0 | 155.0 | 1.813 | 1.438 | 2112N | 4.827 | 1.406 | 45 | N | .3410 | .0026 | .375 | 88.0 | 155.0 | 1.813 | 1.438 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1, LC2 | Std | E | 1.500 | SCS | 4.780 | 1.940 | 45 | N | .3700 | .0020 | .389 | 83.0 | 177.0 | 1.690 | 1.310 | MCN | 4.740 | 1.500 | 45 | N | .3700 | .0030 | .389 | 83.0 | 177.0 | 1.690 | 1.310 |
| 8-LC3-H | Std | E | 1.500 | SCS | 5.090 | 2.000 | 45 | N | .3700 | .0020 | .389 | 83.0 | 177.0 | 1.690 | 1.310 | MCN | 5.050 | 1.750 | 45 | N | .3700 | .0030 | .389 | 83.0 | 177.0 | 1.690 | 1.310 |
| 8-LC3-S | NA | E | 1.500 | SCS | 5.090 | 2.000 | 45 | N | .3700 | .0020 | .435 | 60.0[1] | 158.0[1] | 1.860[1] | 1.220[1] | MCN | 5.050 | 1.750 | 45 | AI | .3700 | .0030 | .442 | 60.0[1] | 158.0[1] | 1.660[1] | 1.220[1] |
| De Soto 8-LS1, LS2, LS3-H | Std | E | 1.500 | SCS | 4.780 | 1.950 | 45 | N | .3700 | .0020 | .390 | 80.0 | 180.0 | 1.860 | 1.470 | CS | 4.780 | 1.600 | 45 | N | .3700 | .0030 | .390 | 80.0 | 180.0 | 1.860 | 1.470 |
| 8-LS3-S | Std | E | 1.500 | SCS | 4.780 | 1.950 | 45 | N | .3700 | .0020 | .390 | 100.0 | 195.0 | 1.860 | 1.470 | CS | 4.780 | 1.600 | 45 | N | .3700 | .0030 | .390 | 100.0 | 200.0 | 1.860 | 1.470 |
| Dodge 6-LD1 | NA | N | N | SCS | 4.840 | 1.530 | 45 | N | .3400 | .0020 | .365 | 42.0 | 115.0 | 1.750 | 1.380 | CNS | 4.890 | 1.410 | 45 | AI | .3400 | .0040 | .365 | 42.0 | 115.0 | 1.750 | 1.380 |
| 8-LD2 | Std | E | 1.500 | SCS | 4.310 | 1.840 | 45 | N | .3700 | .0020 | .389 | 72.0 | 166.0 | 1.690 | 1.310 | CS | 4.580 | 1.560 | 45 | N | .3700 | .0030 | .389 | 72.0 | 166.0 | 1.690 | 1.310 |
| 8-LD3 | Std | E | 1.500 | SCS | 4.780 | 1.950 | 45 | N | .3700 | .0020 | .390 | 80.0 | 180.0 | 1.860 | 1.470 | CS | 4.780 | 1.600 | 45 | N | .3700 | .0030 | .390 | 80.0 | 180.0 | 1.860 | 1.470 |
| Imperial 8-LY1 | Std | E | 1.500 | SCS | 5.090 | 2.000 | 45 | N | .3700 | .0020 | .389 | 83.0 | 177.0 | 1.690 | 1.310 | MCN | 5.050 | 1.750 | 45 | N | .3700 | .0030 | .389 | 83.0 | 177.0 | 1.690 | 1.310 |
| Plymouth 6-LP1 | NA | N | N | SCS | 4.840 | 1.530 | 45 | N | .3400 | .0020 | .365 | 42.0 | 115.0 | 1.750 | 1.380 | CNS | 4.890 | 1.410 | 45 | AI | .3400 | .0040 | .365 | 42.0 | 115.0 | 1.750 | 1.380 |
| 8-LP2 | NA | E | 1.500 | SCS | 4.600 | 1.840 | 45 | N | .3700 | .0020 | .405 | 72.0 | 166.0 | 1.690 | 1.310 | CS | 4.580 | 1.560 | 45 | N | .3700 | .0020 | .405 | 72.0 | 166.0 | 1.690 | 1.310 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | Std | Bo | 1.770 | CNS | 5.475 | 2.025 | 30 | N | .3715 | .0017 | .411 | 99.0 | 189.0 | 1.820 | 1.420 | AS | 5.455 | 1.555 | 45 | N | .3697 | .0035 | .411 | 99.0 | 189.0 | 1.820 | 1.420 |
| 8-Corsair, Citation | Std | Bo | 1.770 | CNS | 5.375 | 2.085 | 30 | N | .3715 | .0017 | .411 | 70.5 | 250.0 | 1.830 | 1.430 | AS | 5.375 | 1.775 | 45 | N | .3697 | .0035 | .411 | 70.5 | 250.0 | 1.830 | 1.430 |
| Ford 6-All | NA | Bo | 1.420 | SCS | 5.110 | 1.780 | 45½ | N | .3420 | .0017 | .369 | 75.0 | 169.0 | 1.780 | 1.390 | AS | 5.090 | 1.510 | 45½ | N | .3407 | .0030 | .369 | 75.0 | 169.0 | 1.780 | 1.390 |
| 8-Custom 300, Fairlane | NA | Bo | 1.430 | SCS | 5.110 | 1.925 | 45½ | N | .3420 | .0017 | .400 | 75.0 | 169.0 | 1.780 | 1.390 | AS | 5.090 | 1.510 | 45½ | N | .3407 | .0030 | .420 | 75.0 | 169.0 | 1.780 | 1.390 |
| 8-Fairlane 500 | NA | Bo | 1.760 | CNS | 5.480 | 2.027 | 60½ | N | .3715 | .0017 | .399 | 99.0 | 189.0 | 1.820 | 1.420 | AS | 5.460 | 1.556 | 45½ | N | .3697 | .0035 | .404 | 99.0 | 189.0 | 1.820 | 1.420 |
| 8-Thunderbird | Std | Bo | 1.760 | CNS | 5.480 | 2.027 | 60½ | N | .3715 | .0017 | .399 | 99.0 | 189.0 | 1.820 | 1.420 | AS | 5.460 | 1.556 | 45½ | N | .3697 | .0035 | .404 | 99.0 | 189.0 | 1.820 | 1.420 |
| Lincoln 8-All | Std | Bo | 1.760 | NCM | 5.383 | 2.145 | 30 | N | .3715 | .0017 | .441 | 70.0 | 250.0 | 1.830 | 1.390 | AS | 5.383 | 1.775 | 45 | N | .3697 | .0035 | .441 | 70.0 | 250.0 | 1.830 | 1.390 |
| Mercury 8-Monterey, Montclair | Std | Bo | 1.760 | CNS | 5.383 | 2.085 | 60½ | N | .3715 | .0017 | .403 | 100.0 | 250.0 | 1.790 | 1.380 | AS | 5.383 | 1.775 | 45½ | N | .3697 | .0035 | .403 | 100.0 | 250.0 | 1.790 | 1.380 |
| 8-Park Lane | Std | Bo | 1.760 | CNS | 5.383 | 2.145 | 60½ | N | .3715 | .0017 | .441 | 100.0 | 250.0 | 1.790 | 1.380 | AS | 5.383 | 1.775 | 45½ | N | .3697 | .0035 | .441 | 100.0 | 250.0 | 1.790 | 1.380 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | Std | N | 1.500 | CNS | 4.704 | 1.875 | 45 | N | .3720 | .0025 | .378 | 42.0[2] | 91.5[2] | 1.530[2] | 1.155[2] | SCS | 4.704 | 1.437 | 45 | N | .3710 | .0040 | .378 | 42.0[2] | 91.5[2] | 1.530[2] | 1.155[2] |
| 8-60, 50, 70, 700 | Std | N | 1.500 | CNS | 4.704 | 1.875 | 45 | N | .3720 | .0025 | .423 | 42.0[3] | 96.0[3] | 1.530[3] | 1.110[3] | SCS | 4.704 | 1.437 | 45 | N | .3710 | .0040 | .423 | 42.0[3] | 96.0[3] | 1.530[3] | 1.110[3] |
| Cadillac 8-62, 60, 75 | Std | N | 1.650 | 1041 | 4.794 | 1.875 | 44 | N | .3420 | .0015 | .451 | 62.5 | 160.0 | 1.946 | 1.496 | 8729 | 4.815 | 1.500 | 44 | N | .3418 | .0018 | .451 | 62.5 | 160.0 | 1.946 | 1.496 |
| Chevrolet 6-1100, 1500, 1700 | Std | N | 1.477 | HAS | 6.386 | 1.875 | 31 | N | .3414 | .0019 | .400 | 76.0 | 202.0 | 1.858 | 1.462 | HAS | 4.923 | 1.500 | 46 | N | .3414 | .0019 | .400 | 76.0 | 202.0 | 1.858 | 1.462 |
| 8-1200, 1600, 1800 | Std | N | 1.500 | HAS | 4.912 | 1.720 | 45 | N | .3419 | .0019 | .399 | 75.0 | 164.0 | 1.696 | 1.306 | HAS | 4.923 | 1.500 | 45 | N | .3414 | .0024 | .399 | 75.0 | 164.0 | 1.696 | 1.306 |
| 8-867 | Std | N | 1.500 | HAS | 4.912 | 1.720 | 45 | N | .3419 | .0019 | .399 | 75.0 | 164.0 | 1.696 | 1.300 | HAS | 4.923 | 1.500 | 45 | N | .3414 | .0024 | .399 | 75.0 | 164.0 | 1.696 | 1.306 |
| Oldsmobile 8-88, S88, 98 | Std | N | 1.800 | 3140 | 4.999 | 1.750 | 45 | N | .3421 | .0026 | .435 | 110.0 | 227.0 | 1.837 | 1.437 | 201 | 4.999 | 1.563 | 45 | N | .3934 | .0031 | .437 | 110.0 | 227.0 | 1.837 | 1.437 |
| Pontiac 8-56-25, 58-27, 58-28 | Std | N | 1.500 | SCS | 5.310 | 1.880 | 30 | N | .3400 | .0025 | .370 | 60.0[4] | 109.0[4] | 1.520[4] | 1.150[4] | XCR | 5.300 | 1.600 | 45 | N | .3400 | .0030 | .370 | 60.0[4] | 109.0[4] | 1.520[4] | 1.150[4] |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | NA | N | 1.500 | 8645 | 5.156 | 1.656 | 45 | N | .3438 | .0025 | .359 | 50.0 | 110.0 | 2.031 | 1.672 | 2112 | 5.156 | 1.219 | 45 | N | .3438 | .0025 | .359 | 50.0 | 110.0 | 2.031 | 1.672 |
| 8-58L Hawk | NA | N | 1.500 | 8645 | 5.156 | 1.656 | 45 | N | .3438 | .0025 | .359 | 50.0 | 110.0 | 2.031 | 1.672 | 2112 | 5.094 | 1.531 | 45 | N | .3438 | .0025 | .359 | 50.0 | 110.0 | 2.031 | 1.672 |
| Studebaker 6-58G | NA | N | N | CNS | 4.344 | 1.344 | 45 | N | .3125 | .0025 | .344 | 51.5 | 98.0 | 1.656 | 1.313 | 2112 | 4.344 | 1.281 | 45 | N | .3125 | .0025 | .344 | 51.5 | 98.0 | 1.656 | 1.313 |
| 8-58B, 58H | NA | N | 1.500 | 8645 | 5.156 | 1.656 | 45 | N | .3438 | .0025 | .359 | 50.0 | 110.0 | 2.031 | 1.672 | 2112 | 5.094 | 1.531 | 45 | N | .3438 | .0025 | .359 | 50.0 | 110.0 | 2.031 | 1.672 |

**ABBREVIATIONS**

1—Outer spring only; inner spring, 28.0 at 1.530 with valve closed and 66.0 at 1.090 with valve open.

2—Outer spring only; inner spring, 25.5 at 1.620 with valve closed and 62.0 at 1.245 with valve open.

3—Outer spring only; inner spring, 25.5 at 1.620 with valve closed and 66.0 at 1.200 with valve open.

4—Outer spring only; inner spring, 26.0 at 1.480 with valve closed and 60.0 at 1.110 with valve open.

AI—Alloy iron.

AS—Austenitic steel.

Bo—Both intake and exhaust.

CNS—Chromium nickel steel.

CS—Chromium steel.

E—Exhaust.

HAS—High alloy steel.

MCN—Manganese chromium nickel steel.

N—No or none.

NA—Not available.

NCM—Nickel chromium moly steel.

SCS—Silicon chromium steel.

Std—Standard.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# VALVE TIMING, LUBRICATION, AND EXHAUST SYSTEMS

| PASSENGER CAR MAKE AND MODEL | VALVE TIMING: Operating Tappet Clearance: Intake | Operating Tappet Clearance: Exhaust | Timing Mark Location | TIMING: Intake: Opens (B.T.C.) | Intake: Closes (A.B.C.) | Intake: Duration (Deg.) | TIMING: Exhaust: Opens (B.B.C.) | Exhaust: Closes (A.T.C.) | Exhaust: Duration (Deg.) | Valve Opening Overlap (Deg.) | LUBRICATION SYSTEM: Lubrication—Type: Mains, Conn. Rod, Camshaft Brgs. | Piston Pins | Tappets | Timing Gear or Chain | Cylinder Walls | Oil Pump Type | Normal Oil Pressure Lb. at Rpm. | Oil Pressure Sending Unit | Type Oil Intake | Oil Filter System | Filter Replacement | Capacity of Crankcase, Less Filter—qt. | Range in Oil Grade Recommended (S.A.E. Nos. Summer to Subzero | EXHAUST SYSTEM: Type | Muffler Type | Exhaust Pipe Diameter—in. | Tail Pipe Diameter |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | .016Co | .018Co | VD | 10.0 | 58.0 | 248.0 | 49.0 | 19.0 | 248.0 | 29.0 | P | S | S | S | SH | G | 50-3000 | E | St | PF | C | 4 | 20-5W | Si | RF | 1¾ | 1½ |
| 6-5810 | .012H | .016H | VD | 12.5 | 51.5 | 244.0 | 53.5 | 10.5 | 244.0 | 128.0 | P | S | S | S | SH | G | 50-3000 | E | St | PF | C | 4 | 20-5W | Si | RF | 2 | 1¾ |
| 6-5820 | .012H | .014H | VD | 12.5 | 51.5 | 244.0 | 53.5 | 10.5 | 244.0 | 128.0 | P | S | P | S | SH | G | 55-3000 | E | St | FF | C | 4 | 20-5W | D | RF | 1⅞ | 1¾ |
| 8-5880 | Hyd | Hyd | VD | 12.5 | 51.5 | 244.0 | 53.5 | 10.5 | 244.0 | 128.0 | P | S | P | S | SH | G | 55-3000 | E | St | FF | C | 4 | 20-5W | D | RF | 1⅞ | 1¾ |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | Hyd | Hyd | VD | 13.0 | 59.0 | 252.0 | 59.0 | 17.0 | 256.0 | 30.0 | P | Mjs | P | Mf | Mjs | R | 55-1500 | M | St | FF | C | 4 | 30-5W | SC | RF | 2[2] | 2 |
| 8-LC2 | Hyd | Hyd | VD | 13.0 | 59.0 | 252.0 | 59.0 | 17.0 | 256.0 | 30.0 | P | Mjs | P | Mf | Mjs | R | 55-1500 | M | St | FF | C | 4 | 30-5W | D | RF | 2 | 1¾ |
| 8-LC3-H | Hyd | Hyd | VD | 15.0 | 57.0 | 252.0 | 57.0 | 15.0 | 252.0 | 30.0 | P | Mjs | P | Mf | Mjs | R | 55-1500 | M | St | FF | C | 5 | 30-5W | D | RF | 2 | 1¾ |
| 8-LC3-S | .015H | .024H | VD | 32.0 | 64.0 | 276.0 | 73.0 | 23.0 | 276.0 | 55.0 | P | Mjs | P | Mf | Mjs | R | 55-1500 | M | St | FF | C | 5 | 30-5W | D | RF | 2¼ | 2 |
| De Soto 8-LS1, LS2, LS3-H | Hyd | Hyd | VD | 15.0 | 57.0 | 252.0 | 57.0 | 15.0 | 252.0 | 30.0 | P | S | P | Mf | Mjs | R | 60-1500 | M | St | FF | C | 4 | 30-5W | SC | RF | 2[2] | 2 |
| 8-LS3-H | Hyd | Hyd | VD | 20.0 | 60.0 | 260.0 | 58.0 | 22.0 | 260.0 | 42.0 | P | S | P | Mf | Mjs | R | 60-1500 | M | St | FF | C | 4 | 30-5W | D | RF | 2¼ | 2 |
| Dodge 8-LD1 | .010H | .010H | VD | 12.0 | 44.0 | 236.0 | 50.0 | 6.0 | 236.0 | 18.0 | P | Mjs | JS | Mf | Mjs | R | 45-1500 | M | St | Bp | El | 5 | 30-5W | S | RF | 2 | 1¾ |
| 8-LD2 | Hyd | Hyd | FDP | 10.0 | 58.0 | 248.0 | 56.0 | 16.0 | 252.0 | 26.0 | P | Mjs | P | Mf | Mjs | R | 55-2000 | M | St | Sh | El | 5 | 30-5W | SC | RF | 1⅞[3] | 2 |
| 8-LD3 | Hyd | Hyd | VD | 15.0 | 57.0 | 252.0 | 57.0 | 15.0 | 252.0 | 30.0 | P | S | P | Mf | Mjs | R | 60-1500 | M | St | FF | C | 4 | 30-5W | D | RF | 2 | 1¾ |
| Imperial 8-LY1 | Hyd | Hyd | VD | 15.0 | 57.0 | 252.0 | 57.0 | 15.0 | 252.0 | 30.0 | P | Mjs | P | Mf | Mjs | R | 55-1500 | M | St | FF | C | 5 | 30-5W | D | ST[4] | 2 | 1¾ |
| Plymouth 8-LP1 | .010H | .010H | VD[5] | 12.0 | 44.0 | 236.0 | 50.0 | 6.0 | 236.0 | 18.0 | P | Mjs | JS | Mf | Mjs | R | 45-1500 | E | St | Bp | C | 5 | 30-5W | Si | RF | 2 | 1¾ |
| 8-LP2 | .012H | .018H | FDP | 8.0 | 52.0 | 240.0 | 52.0 | 8.0 | 240.0 | 16.0 | P | Mjs | P | Mf | Mjs | R | 60-1500 | E | St | Sh | El | 5 | 30-5W | SC | RF | 1⅞[3] | 2 |
| 8-LP2-H Fury | .012H | 018H | FDP | 17.0 | 47.0 | 244.0 | 55.0 | 9.0 | 244.0 | 26.0 | P | Mjs | P | Mf | Mjs | R | 60-1500 | E | St | Sh | El | 5 | 30-5W | SC | RF | 1⅞[3] | 2 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | Hyd | Hyd | VD | 22.0 | 68.0 | 256.0 | 68.0 | 22.0 | 256.0 | 152.0 | P | OM | P | PS | Pst | R | 50-1000 | E | St | FF | C | 5 | 20-5W | S | RF | 2 | 2 |
| 8-Corsair, Citation | Hyd | Hyd | VD | 22.0 | 68.0 | 276.0 | 63.0 | 27.0 | 276.0 | 192.0 | P | OM | P | PS | Pst | R | 50-1000 | E | St | FF | C | 5 | 20-5W | S | RF | 2¼ | 2¼ |
| Ford 6-All | .019H | .019H | CD | 17.0 | 53.0 | 250.0 | 61.0 | 9.0 | 250.0 | 26.0 | P | OM | Gr | S | Pst | G | 50-2000 | E | St | FF | C | 4 | 20-5W | S | RF | 2 | 1¾ |
| 8-Custom 300, Fairlane | .019H | .019H | CD | 18.0 | 58.0 | 256.0 | 66.0 | 10.0 | 256.0 | 28.0 | P | OM | Gr | S | Pst | R | 50-2000 | E | St | FF | C | 5 | 20-5W | S | RF | 2½ | 2 |
| 8-Fairlane 500 | .026H | .026H | CD | 21.0 | 51.0 | 252.0 | 67.0 | 9.0 | 256.0 | 30.0 | P | OM | Gr | S | Pst | R | 50-2000 | E | St | FF | C | 5 | 20-5W | D | RF | 2 | 2 |
| 8-Thunderbird | .025H | .025H | CD | 21.0 | 51.0 | 252.0 | 67.0 | 9.0 | 256.0 | 30.0 | P | OM | Gr | S | Pst | R | 50-2000 | E | St | FF | C | 5 | 20-5W | D | RF | 2 | 1¾ |
| Lincoln 8-All | Hyd | Hyd | VD | 27.0 | 69.0 | 276.0 | 69.0 | 27.0 | 276.0 | 54.0 | P | OM | P | Gr | Pst | R | 50-2000 | E | St | FF | C | 5 | 20-5W | D | RF | 1½[3] | 2 |
| Mercury 8-Monterey, Montclair | Hyd | Hyd | VD | 34.0 | 88.0 | 282.0 | 75.0 | 27.0 | 282.0 | 204.0 | P | OM | P | S | Pst | R | 50-2000 | E | St | FF | El | 5 | 20-5W | S | RF | 2¼ | 2¼ |
| 8-Parklane | Hyd | Hyd | VD | 27.0 | 69.0 | 276.0 | 69.0 | 27.0 | 276.0 | 192.0 | P | OM | P | S | Pst | R | 50-2000 | E | St | FF | El | 5 | 20-5W | D | RF | 2 | 2 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | Hyd | Hyd | HB | 25.0 | 77.0 | 282.0 | 65.0 | 37.0 | 282.0 | 142.0 | P | S | P | Dr | SN | G | 40-1600 | M | St | FF | El | 5 | 20-5W | SC | RF | 2[3] | 2 |
| 8-60, 50 | Hyd | Hyd | HB | 34.0 | 83.0 | 297.0 | 76.0 | 41.0 | 297.0 | 159.0 | P | S | P | Dr | SN | G | 40-1600 | M | St | FF | El | 5 | 20-5W | SC | RF | 2[3] | 2 |
| 8-70, 700 | Hyd | Hyd | HB | 34.0 | 83.0 | 297.0 | 76.0 | 41.0 | 297.0 | 159.0 | P | S | P | Dr | SN | G | 40-1600 | M | St | FF | El | 5 | 20-5W | D | RF | 2 | 1¾ |
| Cadillac 8-62, 60, 75 | Hyd | Hyd | VD | 39.0 | 105.0 | 324.0 | 85.0 | 59.0 | 324.0 | 98.0 | P | S | P | Mf | IJ | G | 35-30[1] | E | F | PF | El | 5 | 20-5W | D | RF | 2[6] | 1¾ |
| Chevrolet 6-1100, 1500, 1700 | Hyd | Hyd | Fly | 10.5 | 53.5 | 244.0 | 49.0 | 15.0 | 244.0 | 25.5 | P | S | P | Noz | PJ | G | 35-2000 | E | St | PF | El | 5 | 20-5W | S | RF | 2 | 1½ |
| 8-1200, 1600, 1800 | Hyd | Hyd | VD | 12.5 | 57.5 | 250.0 | 54.5 | 15.5 | 250.0 | 28.0 | P | S | P | P | PJ | G | 35-2000 | E | St | FF | El | 4 | 20-5W | SC | RF | 2 | 1½ |
| 8-867 | Hyd | Hyd | VD | 12.5 | 57.5 | 250.0 | 54.5 | 15.5 | 250.0 | 28.0 | P | S | P | P | PJ | G | 35-2000 | E | St | FF | El | 5 | 20-5W | D | RF | 2 | 1½ |
| Oldsmobile 8-88, S88 | Hyd | Hyd | CB | 16.0 | 45.0 | | 64.0 | 20.0 | | | P | S | P | P | P | G | 40-50[1] | E | St | FF | El | 4 | 20-5W | SC | RF | 2[3] | 2 |
| 8-98 | Hyd | Hyd | CB | 16.0 | 45.0 | | 64.0 | 20.0 | | | P | S | P | P | P | G | 40-50[1] | E | St | FF | El | 4 | 20-5W | D | RF | 2[3] | 2 |
| Pontiac 8-58-25, 58-27, 58-28 | Hyd | Hyd | CP | 22.0 | 67.0 | 269.0 | 63.0 | 27.0 | 270.0 | 49.0 | P | S | P | MJ | MJ | G | 40-40[1] | M | F | FF | El | 5 | 20-5W | SC | RF | 2[3] | 2 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | .024H | .024H | VD | 11.0 | 54.6 | 245.6 | 51.6 | 14.0 | 245.6 | 25.0 | P | S | P | Noz | DJ | G | 40-1500 | E | St | PF | C | 5 | 30-5W | D | RF | 2 | 1¾ |
| 8-58L Hawk | .024H | .024H | VD | 11.0 | 54.6 | 245.6 | 51.6 | 14.0 | 245.6 | 25.0 | P | S | P | Noz | DJ | G | 40-1500 | M | St | PF | C | 5 | 30-5W | D | RF | 2 | 1¾ |
| Studebaker 6-58G | .016Co | .016Co | VD | 15.0 | 49.0 | 244.0 | 54.0 | 10.0 | 244.0 | 25.0 | P | DJ | P | DJ | DJ | G | 30-2000 | E | St | PF | El | 5 | 30-5W | S | RF | 1¾ | 1¾ |
| 8-58B | .024H | .024H | VD | 11.0 | 54.6 | 245.6 | 51.6 | 14.0 | 245.6 | 25.0 | P | S | P | Noz | DJ | G | 40-1500 | E | St | PF | El | 5 | 30-5W | SC | RF | 1⅞[7] | 1¾ |
| 8-58H | .024H | .024H | VD | 11.0 | 54.6 | 245.6 | 51.6 | 14.0 | 245.6 | 25.0 | P | S | P | Noz | DJ | G | 40-1500 | E | St | PF | C | 5 | 30-5W | D | RF | 2 | 1¾ |
| 8-58H Golden Hawk | .024H | .024H | VD | 11.0 | 54.6 | 245.6 | 51.6 | 14.0 | 245.6 | 25.0 | P | S | P | Noz | DJ | G | 40-1500 | M | St | PF | C | 5 | 30-5W | D | RF | 2 | 1¾ |

**ABBREVIATIONS**

1—Miles per hour.
2—Branch only; main, 2¼.
3—Branch only; main, 2¼.
4—Rear mufflers, reverse flow.
5—Fan drive pulley on LP1-L Plaza.
6—Front pipes only; intermediate pipes, 1¾.
7—Branch only; main, 2.
**Bp**—Bypass.
**C**—Complete.
**CD**—Crankshaft damper.
**Co**—Cold.
**CP**—Crankshaft pulley.
**D**—Dual.
**DJ**—Directed jet.
**Dr**—Drip.
**E**—Electric.
**El**—Element.
**F**—Floating.
**FDP**—Fandrive pulley.
**FF**—Full flow.
**Fly**—Flywheel.
**G**—Gear.
**Gr**—Gravity.
**H**—Hot.
**HB**—Harmonic balancer.
**Hyd**—Dydraulic valve lifters, automatic take-up.
**IJ**—Intermittent jet.
**JS**—Jet spray.
**M**—Mechanical.
**Mf**—Metered flow.
**MJ**—Metered jet.
**Mjs**—Metered jet spray.
**Noz**—Nozzle.
**OM**—Oilmist.
**P**—Pressure.
**PF**—Partial flow.
**PJ**—Pressurized jet.
**PS**—Pressure spray.
**Pst**—Pressure stream.
**R**—Rotary.
**RF**—Reverse flow.
**S**—Splash.
**SC**—Single with crossover.
**Sh**—Shunt.
**SH**—Squirt hole.
**Si**—Single.
**SN**—Splash and nozzle.
**St**—Stationary.
**ST**—Straight through.
**VD**—Vibration damper.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# FUEL AND COOLING SYSTEMS

| PASSENGER CAR MAKE AND MODEL | FUEL SYSTEM: Induction Type | Fuel Tank Capacity (Gal.) | Fuel Filter Type | Fuel Pump: Pressure Range (lb.) | Fuel Pump: Vacuum Booster | Carburetor: Make | Carburetor: Model Number | Carburetor: Number Used | Carburetor: Type | Carburetor: Barrel Size (In.) | Carburetor: Choke—Type | Carburetor: Air Cleaner Type: Standard | Carburetor: Air Cleaner Type: Optional | COOLING SYSTEM: Radiator Cap Relief Valve Pressure (lb.) | Thermostat: Type | Thermostat: Starts to Open at (Deg.) | By-Pass Recirculation—Type | Radiator Core Type | Capacity: With Heater (qt.) | Capacity: Without Heater (qt.) | Full Length Water Jackets | Water All Around Cylinder | Radiator Hose: Lower: Number and Type | Radiator Hose: Lower: Inside Diameter | Radiator Hose: Upper: Number and Type | Radiator Hose: Upper: Inside Diameter | Radiator Hose: By-Pass: Number and Type | Radiator Hose: By-Pass: Inside Diameter |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | Car | 20 | PDM | 4-5½ | Std | Cart | YF-2014-S | 1 | SB | 1.4400 | Aut | CFE | OB | 13 | Ch | 177 | N | TF | 12.0 | 11.0 | Y | N | 1 Mo | 1¼ | 1 Mo | 1½ | N | |
| 6-5810 | Car | 20 | Cer | 4-5½ | Std | Cart | AS-2749-S | 1 | SB | 1.4375 | Aut | D | OB | 13 | Ch | 167 | N | TF | 11.0 | 10.0 | Y | N | 1 Mo | 1¼ | 1 Mo | 1½ | N | |
| 8-5830 | Car | 20 | Cer | 4-5½ | Std | Hol | 4150-C | 1 | FB | 1.4375 | Aut | CFE | N | 13 | Ch | 167 | In | TF | 21.0 | 20.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1¾ | N | |
| 8-5880 | Car | 20 | Cer | 4-5½ | Std | Hol | 4150-C | 1 | FB | 1.4375 | Aut | CFE | N | 13 | Ch | 167 | In | TF | 20.0 | 19.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1¾ | N | |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | Car | 23 | PC | 6-7 | N | BB | BBD-2733-S | 1 | Du | 1.4400 | Int | PE | N | 14 | P | 157 | In | C-F | 22.0 | 21.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | 1 Mo | |
| 8-LC2 | Car | 23 | PC | 6-7 | N | Cart | AFB-2650-S | 1 | FB | 1.4400 | Int | PE | N | 14 | P | 157 | In | C-F | 22.0 | 21.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | 1 Mo | |
| 8-LC3-H | Car | 23 | PC | 6-7 | N | Cart | AFB-2651-S | 1 | FB | 1.4400 | Int | PE | N | 14 | P | 157 | In | C-F | 25.0 | 24.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | 1 Mo | |
| 8-LC3-S | Car | 23 | PC | 6-7 | N | Cart | WCFB-2741-S[1] | 2 | FB | 1.4400 | Int | PE | N | 14 | P | 157 | In | C-F | 25.0 | 24.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | 1 Mo | |
| De Soto 8-LS1 | Car | 20 | PC | 6-7 | N | BB | BBD-2637-S | 1 | Du | 1.5600 | Rmc | PE | N | 14 | P | 157 | In | C-F | 17.0 | 16.0 | N | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LS2 | Car | 23 | PC | 6-7 | N | BB | BBD-2637-S | 1 | Du | 1.5600 | Rmc | PE | N | 14 | P | 157 | In | C-F | 17.0 | 16.0 | N | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LS3-H | Car | 23 | PC | 6-7 | N | Cart | AFB-2642-S | 1 | FB | 1.4400 | Rmc | PE | N | 14 | P | 157 | In | C-F | 17.0 | 16.0 | N | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LS3-S | Car | 23 | PC | 6-7 | N | Cart | AFB-2652-S[2] | 2 | FB | 1.4400[3] | Int | PE | N | 14 | P | 157 | In | C-F | 17.0 | 16.0 | N | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| Dodge 6-LD1 | Car | 20 | Pla | 6-7 | N | Str | WW3-159 | 1 | Du | 1.3100 | Int | PE | N | 14 | P | 157 | In | C-F | 14.0 | 13.0 | Y | N | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LD2-L | Car | 20 | PC | 6-7 | N | Str | WW3-163 | 1 | Du | 1.4400 | Rmc | PE | N | 14 | P | 157 | In | C-F | 21.0 | 20.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LD2-M | Car | 20 | PC | 6-7 | N | Cart | WCFB-2660-S | 1 | FB | 1.4400 | Rmc | PE | N | 14 | P | 157 | In | C-F | 21.0 | 20.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LD3 | Car | 20 | PC | 6-7 | N | Cart | AFB-2773-S | 1 | FB | 1.4400 | Rmc | PE | N | 14 | P | 157 | In | C-F | 17.0 | 16.0 | N | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| Imperial 8-LY1 | Car | 23 | PC | 6-7 | N | Cart | AFB-2651-S | 1 | FB | 1.4400 | Int | PE | N | 14 | P | 157 | In | C-F | 25.0 | 24.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | 1 Mo | |
| Plymouth 6-LP1 | Car | 20 | PC | 6-7 | N | BB | BBS-2567-S | 1 | SB | 1.6900 | Aut | PE | N | 14 | CP | 157 | In | C-F | 14.0 | 13 0 | Y | N | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-LP2 | Car | 20 | PC | 6-7 | N | B-S | BBS-2644-S[4] | 1 | Du | 1.4400 | Aut | PE | N | 14 | CP | 157 | In | C-F | 21.0 | 20.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | 1 Mo | |
| 8-LP2-H Fury | Car | 20 | PC | 6-7 | N | Cart | WCFB-2631-S[5] | 2 | FB | 1.4400 | Aut | PE | N | 14 | CP | 157 | In | C-F | 21.0 | 20.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | 1 Mo | |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | Car | 20 | PF | 5-6 | Opt | F-H | | 1 | FB | 1.5000 | Aut | D | OB | 13 | CP | 177 | Ex | TF | 19.5 | 18.5 | Y | Y | 1 Mo | 2 | 1 Mo | 1½ | 1 St | ⅞ |
| 8-Corsair, Citation | Car | 20 | PF | 5-6 | Opt | Hol | | 1 | FB | 1.5000 | Aut | D | OB | 13 | CP | 177 | Ex | TF | 23.0 | 22.0 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | 1 St | ⅞ |
| Ford 6-All | Car | 20 | AF | 4-5 | Opt | Hol | | 1 | | 1.5625 | Man | D | | 13½ | CP | 157 | In | TF | 16.0 | 15.0 | Y | Y | 1 Mo | 2 | 1 Mo | 1½ | N | |
| 8-Custom 300, Fairlane | Car | 20 | AF | 5-6 | Opt | F-H | | 1 | | 1.4375 | Aut | D | | 13½ | CP | 157 | Ex | TF | 20.0 | 19.0 | Y | Y | 1 Mo | 2 | 1 Mo | 1½ | 1 St | ⅝ |
| 8-Fairlane 500 | Car | 20 | AF | 5-6 | Opt | Hol | | 1 | | 1.5000 | Aut | D | | 13½ | CP | 177 | Ex | TF | 20.0 | 19.0 | Y | Y | 1 Mo | 2 | 1 Mo | 1½ | 1 St | ⅞ |
| 8-Thunderbird | Car | 20 | AF | 5-6 | Opt | Own | | 1 | | 1.5625 | Aut | D | | 13½ | CP | 177 | Ex | TF | 20.0 | 19.5 | Y | Y | 1 Mo | 1¾ | 1 Mo | 2 | 1 St | ⅞ |
| Lincoln 8-All | Car | 22 | P-F | 5-6 | Std | Hol | 4150 | 1 | FB | 1.2500[6] | Aut | D | N | 13½ | Ch | 177 | Ex | TF | 23.0 | 26.0 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | 1 St | ⅞ |
| Mercury 8-Monterey | Car | 20 | WP | 5-6 | Std | Hol | | | | 1.4370 | Aut | D | N | 13½ | Ch | 162 | Ex | C-F | 21.5 | 20.5 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | 1 St | ⅞ |
| 8-Montclair | Car | 20 | WP | 5-6 | Std | Hol | | | | 1.5000 | Aut | D | N | 13½ | Ch | 162 | Ex | C-F | 21.5 | 20.5 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | 1 St | ⅞ |
| 8-Park Lane | Car | 20 | WP | 5-6 | Std | Hol | | | | 1.5630 | Aut | D | N | 13½ | Ch | 162 | Ex | C-F | 21.5 | 20.5 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | 1 St | ⅞ |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | Car | 20 | GB | 5¼-6½ | Std | C-S | WGD[7] | 1 | Du | 1.4380 | Int | D | N | 15 | Bp | 157 | In | TC | 19.0 | 16.5 | N | Y | 1 Mo | 1⅞ | 1 Mo | 1⅞ | N | |
| 8-60, 50, 70, 700 | Car | 20 | GB | 5¼-6½ | Std | C-R | AFB[8] | 1 | FB | 1.5625[9] | Int | D | N | 15 | Bp | 157 | In | TC | 19.0 | 16.5 | N | Y | 1 Mo | 1⅞ | 1 Mo | 1⅞ | N | |
| Cadillac 8-62, 60 | Car | 20 | | 5¼-6½ | Std | C-R | AFB[10] | 1[11] | FB[12] | 1.4375[13] | Int | D | N | 13½ | Ch | 163 | In | TC | 20.7 | 19.6 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | N | |
| 8-75 | Car | 20 | | 5¼-6½ | Std | C-R | AFB[8] | 1 | FB | 1.4375[13] | Int | D | N | 13½ | Ch | 163 | In | TC | 21.8 | 19.6 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1¾ | N | |
| Chevrolet 6-1100, 1500, 1700 | Car | 20 | Scr | 3½-4½ | Std | Roc | 7012127 | 1 | SB | 1.5730 | Int | OW | OB | 13 | Ch | 180 | In | TC | 17.0 | 16.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1½ | N | |
| 8-1200, 1600, 1800 | Car | 20 | SC | 5¼-6½ | N | Roc | 7012451 | 1 | Du | 1.4375 | Aut | OB | N | 13 | Ch | 180 | In | TC | 17.0 | 16.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1½ | N | |
| 8-867 | Car | 16½ | Stn | 5¼-6½ | N | Cart | 3746384 | 1 | FB | 1.4375 | Aut | OW | N | 7 | Ch | 160 | In | Cel | 17.0 | 16.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1½ | N | |
| Oldsmobile 8-88 | Car | 20 | AS | 5-6 | Std | Roc | 2GC | 1 | Du | 1.4375 | Aut | AFE | PE | 13 | Ch | 157 | In | TC | 21.0 | 20.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1½ | N | |
| 8-88, 98 | Car | 20 | AS | 5-6 | Std | Roc | 4GC | 1 | FB | 1.5625[13] | Aut | PE | N | 13 | Ch | 157 | In | TC | 21.0 | 20.0 | Y | Y | 1 Mo | 1¾ | 1 Mo | 1½ | N | |
| Pontiac 8-Chieftan, Super Chief | Car | 20 | Pf | 5¼-6½ | Std | Roc | 7011703 | 1 | Du | 1.6880 | Aut | OW | PE | 13½ | Ch | 170 | In | TC | 22.3 | 21.2 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | N | |
| 8-Star Chief, Bonneville | Car | 20 | Pf | 5¼-6½ | Std | Cart | AFB-2751-S | 1 | FB | 1.4380[14] | Aut | OW | PE | 13½ | Ch | 170 | In | TC | 22.3 | 21.2 | Y | Y | 1 Mo | 2 | 1 Mo | 1¾ | N | |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | Car | 18 | Cer | 3½-5½ | N | Cart | 2575-S | 1 | FB | 1.1250 | Aut | PP | OB | 13½ | Ch | 170 | In | CT | 18.5 | 17.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-58L Hawk | Car | 18 | Cer | 6-7 | N | Str | WW6-122-A | 1 | Du | 1.1250 | Aut | PP | N | 13½ | Ch | 170 | In | CT | 18.5 | 17.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| Studebaker 6-58G | Car | 18 | Scr | 3½-5½ | N | Cart | BBRI-2724-S[15] | 1 | SB | 1.2500 | Man[16] | PP | OB | 13½ | Ch | 170 | In | CT | 11.5[17] | 11.0 | Y | N | 1 Mo | 1¼ | 1 Mo | 1¼ | N | |
| 8-58B | Car | 18 | Cer | 3½-5½ | N | Str | WW6-117-B | 1 | Du | 1.1250 | Aut | PP | OB | 13½ | Ch | 170 | In | CT | 18.5 | 17.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-58H | Car | 18 | Cer | 3½-5½ | N | Cart[18] | 2574-S[19] | 1 | FB[20] | 1.1250 | Aut | PP | OB | 13½ | Ch | 170 | In | CT | 18.5 | 17.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |
| 8-58H Golden Hawk | Car | 18 | Cer | 6-7 | N | Str | WW6-122-A | 1 | Du | 1.1250 | Aut | PP | N | 13½ | Ch | 170 | In | CT | 18.5 | 17.0 | Y | Y | 1 Mo | 1½ | 1 Mo | 1½ | N | |

**ABBREVIATIONS**

1—Front only; rear, WCFB-2742-S.
2—Front only; rear, AFB-2653-S.
3—Primary only; secondary, 1.9600.
4—Ball and Ball only; Stromberg, WW15-26.
5—Front only; rear, WCFB-2632-S.
6—Primary only; secondary, 1.3120.
7—Carter only; Stromberg, WW.
8—Carter only; Rochester, 4GC.
9—Primary only; secondary, 1.6700.
10—Carter only; Rochester, 4GC; Eldorado models, Rochester 2GCWGD.
11—Eldorado models, 3.
12—Eldorado models, dual.
13—Primary only; secondary, 1.6875.
14—Primary only; secondary, 1.6880.
15—Scotsman only; Champion, WE-2417-S.
16—Scotsman only; Champion, automatic.
17—Scotsman only; Champion, 12.5.
18—Silver Hawk, Stromberg.
19—Silver Hawk, WW6-117-B.
20—Silver Hawk, dual.

**AF**—Accreted fiber.
**AFE**—Aluminum foil element.
**AS**—Accreted and saran.
**Aut**—Automatic.
**BB**—Ball and Ball. **Bp**—By-pass.
**B-S**—Ball and Ball or Stromberg.
**Car**—Carburetor. **Cel**—Cellular.
**Cart**—Carter. **Cer**—Ceramic.
**C-F**—Cellular tubular or fin and tube.
**CFE**—Cellulose fiber element.
**Ch**—Choke. **CP**—Choke-pellet.
**C-R**—Carter or Rochester.
**C-S**—Carter or Stromberg.
**CT**—Cellular-tubular. **D**—Dry.
**Du**—Dual. **Ex**—External.
**FB**—Four-barrel. **F-H**—Ford or Holley.
**GB**—Glass bowl. **Mo**—Molded.
**Hol**—Holley. **N**—No or none.
**In**—Internal. **OB**—Oil bath.
**Int**—Integral. **Opt**—Optional.
**Man**—Manual. **OW**—Oil wetted.
**P**—Pellet.
**PC**—Plastic and ceramic.
**PDM**—Paper discs and magnet.
**PE**—Paper element.
**Pf**—Plastic fiber and porous paper.
**PF**—Porous fiber.
**P-F**—Plastic mesh screen and felted fiber.
**Pla**—Plastic. **PP**—Plasticized paper.
**Rmc**—Remote in manifold cross-over.
**Roc**—Rochester. **SB**—Single barrel.
**SC**—Screen and ceramic.
**Scr**—Screens. **Stn**—Strainer.
**St**—Straight. **Str**—Stromberg.
**Std**—Standard. **TC**—Tube and center.
**TF**—Tube and fin.
**WP**—Woven plastic. **Y**—Yes.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# FAN, BATTERY, AND ELECTRICAL SUPPLY SYSTEM

| PASSENGER CAR MAKE AND MODEL | FAN | | | | | | BATTERY | | | | | ELECTRICAL SUPPLY SYSTEM | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | Generator | | | | | Regulator | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Cut-out Relay | | Regulated | | Voltage Test Conditions | | | |
| | Number of Blades | Spacing (deg.) | Diameter (in.) | Ratio—Fan to Crankshaft rev. | Cutout Type | Bearing Type | Make | Model | Voltage Rating | Plates per Cell Amp. Hour Rating | Terminal Grounded | Make | Model | Type | Ratio—Gen to Cr'k rev. (To 1) | Cut-in Engine RPM | Make | Model | Type | Closing Voltage at Generator R.P.M. | Reverse Current to Open (amp.) | Voltage | Current | Temperature (deg.) | Load | Other |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801, 5810 | 4 | ..... | 14 | 1.22 | N | Ba | AL | 11-MS-45 | 12 | 7-45 | Neg | DR | 1100304 | Sh | 2.08 | 570 | DR | 1119122 | CV | 12.8-1300 | 1-3½ | 14.5 | 25 | H | 10 amp | ..... |
| 8-5820 | 4 | ..... | 16 | .92 | N | Ba | AL | 11-HS-50 | 12 | 9-50 | Neg | DR | 1100304 | Sh | 2.34 | 480 | DR | 1119122 | CV | 12.8-1300 | 1-3½ | 14.5 | 25 | H | 10 amp | ..... |
| 8-5880 | 4 | ..... | 18 | .92 | N | Pa | AL | 11-HS-60 | 12 | 12-60 | Neg | DR | 1102018 | Sh | 2.34 | 485 | DR | 1119003 | CV | 12.8-1300 | 1-3½ | 14.5 | 30 | H | 10 amp | ..... |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1, LC2 | 5 | (8) | 18 | .85 | N | Ba | A-W | 11-HS-60[1] | 12 | 11-60 | Neg | AL | GJC-7012-A | Sh | 2.18 | 600 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| 8-LC3-H | 5 | (8) | 18 | .95 | N | Ba | A-W | 12-H-70[2] | 12 | 13-70 | Neg | AL | GJC-7012-A | Sh | 2.18 | 600 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| 8-LC3-S | 5 | (9) | 18 | 1.04 | Hyd | Ba | A-W | 12-H-70[2] | 12 | 13-70 | Neg | AL | GJC-7013-B | Sh | 2.18 | 600 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| De Soto 8-LS1, LS2, LS3 | 4 | 76, 104 | 18 | .95 | N | Ba | A-W | 11-HS-60[1] | 12 | 11-60 | Neg | AL | GJC-7012-A | Sh | 2.00 | 650 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| Dodge 6-LD1 | 4 | 76, 104 | 17 | .95 | N | Ba | AWG | 11-HS-50[3] | 12 | 9-50[4] | Neg | AL | GJC-7012-A | Sh | 2.12 | 615 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| 8-LD2 | 4 | 76, 104 | 18 | .95 | N | Ba | AWG | 11-HS-50[3] | 12 | 9-50[4] | Neg | AL | GJC-7012-A | Sh | 2.00 | 650 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| 8-LD3 | 4 | 76, 104 | 18 | .95 | N | Ba | A-W | 11-HS-60[1] | 12 | 11-60 | Neg | AL | GJC-7012-A | Sh | 2.00 | 650 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| Imperial 8-LY1 | 6 | 45, 75, 60 | 18 | .85 | N | Ba | A-W | 12H-70[2] | 12 | 13-70 | Neg | AL | GHM-6001-E | Sh | 2.18 | 600 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| Plymouth 6-LP1 | 4 | 76, 104 | 17 | .95 | N | Ba | A-W | 11-HS-50[5] | 12 | 9-50 | Neg | AL | GJC-7012-A | Sh | 2.12 | 615 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| 8-LP2 | 4 | 76, 104 | 18 | .95 | N | Ba | A-W | 11-HS-50[5] | 12 | 9-50 | Neg | AL | GJC-7012-A | Sh | 2.00 | 650 | AL | VRX-6201-A | CV | 13.0-13.8-1300 | 0-6 | 14.3-14.9 | 30-40 | 70F | 7 amp | RO |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | 4 | ..... | 18½ | .97 | N | Ba | Fo | ..... | 12 | 11-55 | Neg | Fo | FAS-10000-B | Sh | 2.25 | 550 | Fo | FAP-10505-B | ..... | 12.4-13.2-1150 | 2-6 | 14.6-15.4 | 28-32 | 75F | 5 amp | N |
| 8-Corsair, Citation | 4 | ..... | 18½ | .87 | N | Ba | Fo | ..... | 12 | 13-65 | Neg | Fo | FGV-10000-A | Sh | 2.25 | 620 | Fo | FAR-10505-A | ..... | 12.4-13.2-1150 | 2-6 | 14.6-15.4 | 38-42 | 75F | 5 amp | N |
| Ford 6-All | 4 | ..... | 17½ | .95 | N | Ba | Var | ..... | 12 | 11-55 | Neg | Fo | FAR-10000-B | Sh | 2.00 | 675 | F-A | 2900424[6] | ..... | 12.4-13.2-1200 | 2-6 | 14.6-15.4 | 28-32 | 75F | 5 amp | ..... |
| 8-Custom 300 | 4 | ..... | 17½ | .90 | N | Ba | Var | ..... | 12 | 11-55 | Neg | Fo | FAS-10000-E | Sh | 2.25 | 600 | F-A | 2900424[6] | ..... | 12.4-13.2-1200 | 2-6 | 14.6-15.4 | 28-32 | 75F | 5 amp | ..... |
| 8-Fairlane, Fairlane 500 | 4 | ..... | 17½ | .90 | N | Ba | Var | ..... | 12 | 13-65 | Neg | Fo | FAS-10000-E | Sh | 2.25 | 600 | F-A | 2900424[6] | ..... | 12.4-13.2-1200 | 2-6 | 14.6-15.4 | 28-32 | 75F | 5 amp | ..... |
| 8-Thunderbird | 4 | ..... | 18½ | .90 | N | Ba | Var | ..... | 12 | 11-55 | Neg | Fo | FBW-10000-C | Sh | 2.00 | 625 | F-A | 2900424[6] | ..... | 12.4-13.2-1300 | 2-6 | 14.6-15.4 | 28-32 | 75F | 5 amp | 30 amp |
| Lincoln 8-All | 4 | 76, 104 | 18¼ | .93 | N | Ba | Var | ..... | 12 | 13-70 | Neg | Fo | FGV-10000-A | Sh | 2.25 | 650 | Fo | 2900423 | ..... | 12.0-12.8-1250 | 2-6 | 14.6-15.4 | 38-42 | 75F | 5 amp | 40 amp |
| Mercury 8-Monterey | 4 | ..... | 20 | .93 | N | Ba | Var | ..... | 12 | 11-55 | Neg | Fo | ..... | Sh | 2.25 | 2450 | F-A | ..... | ..... | 12.0-12.8-1300 | 2-6 | 14.6-15.4 | 28-32 | 75F | 5 amp | ..... |
| 8-Montclair, Park Lane | 4 | ..... | 20 | .93 | N | Ba | Var | ..... | 12 | 13-65 | Neg | Fo | ..... | Sh | 2.25 | 2700 | F-A | ..... | ..... | 12.0-12.8-1300 | 2-6 | 14.6-15.4 | 33-37 | 75F | 5 amp | ..... |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 60, 50, 70, 700 | 4 | 76, 104 | 20 | .92 | N | Ba | DR | 560 | 12 | 11-70 | Neg | DR | 1102101 | Sh | 2.82 | 514 | DR | 1119600 | CV | 11.8-13.6-1450 | 1-6 | 14.0-15.0 | 38-42 | 125F | 10 amp | BC |
| Cadillac 8-62, 60 | 4 | 76 | 18¼ | .95 | N | N | DR | ..... | 12 | 11-70 | Neg | DR | 1102109 | TP | 2.42 | 1100 | DR | 1119002 | ..... | 11.8-13.5 | 0-4 | 13.8-14.8 | 32-37 | ..... | ..... | ..... |
| 8-75 | 6 | 50, 54 | 17¾ | .95 | N | N | DR | ..... | 12 | 11-70 | Neg | DR | 1102103 | TP | 2.79 | 1450 | DR | 1119601 | ..... | 11.8-13.5 | 0-4 | 13.8-14.8 | 42-45 | ..... | ..... | ..... |
| Chevrolet 6-1100, 1500, 1700 | 4 | ..... | 17¾ | .95 | N | Ba | DR | 2-SMR53-W | 12 | 9-53 | Neg | DR | 1102096 | Sh | 2.30 | 1240 | DR | 1119001 | CV | 11.8-13.5-1300 | ..... | 13.8-14.8 | 27-33 | OT | 8-10 amp | N |
| 8-1200, 1600, 1800 | 4 | ..... | 17¾ | .95 | N | Ba | DR | 2-SMR53 | 12 | 9-53 | Neg | DR | 1102097 | Sh | 2.30 | 1250 | DR | 1119001 | CV | 11.8-13.5-1300 | ..... | 13.8-14.8 | 27-33 | OT | 8-10 amp | N |
| 8-867 | 4 | ..... | 17 | .95 | N | Ba | DR | 2-SMR53-W | 12 | 9-53 | Neg | DR | 1102043 | Sh | 2.00 | 1250 | DR | 1119001 | CV | 11.8-13.5-1300 | ..... | 13.8-14.8 | 27-33 | OT | 10 amp | N |
| Oldsmobile 8-88, 888, 98 | 4 | 76, 104 | 19¼ | .82 | N | Ba | DR | 3-KMR70 | 12 | 11-70 | Neg | DR | 1102092 | Sh | 2.24 | 515 | DR | 1119002 | CV | 12.8 | 0-4 | 14.5 | 35 | 80F | 1-10 amp | CR |
| Pontiac 8-58-25, 58-27, 58-28 | 4 | 76, 104 | 19 | .88 | N | Ba | DR | 458 | 12 | 9-53 | Neg | DR | 1102107 | Sh | 2.47 | 500 | DR | 1119001 | CV | 11.8-13.6-1235 | ..... | 14.0 | 30 | 125F | 10 amp | ..... |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | 4 | 76, 104 | 20 | .87 | N | Ba | Wil | ..... | 12 | 9-50 | Neg | DR | 1102003 | Sh | 2.19 | 570 | DR | 1119123 | CV | 13.0-13.7-1250 | 4 | 13.8-14.8 | 30 | 70F | 10 amp | ..... |
| 8-58L Hawk | 5 | (9) | 18¼ | .97 | N | Ba | Wil | ..... | 12 | 9-50 | Neg | DR | 1102003 | Sh | 2.19 | 570 | DR | 1119123 | CV | 13.0-13.7-1250 | 4 | 13.8-14.8 | 30 | 70F | 10 amp | ..... |
| Studebaker 6-58G | 4 | 76, 104 | 17½ | .94 | N | Ba | Wil | HO-11-50 | 12 | 9-50 | Neg | AL | GJC-7002F | Sh | 1.84 | 710 | AL | VRX-6008A | CV | 13.0-13.7-1330 | ½ | 14.2-14.9 | 30 | 70F | 10 amp | 3500[7] |
| 8-58B | 4 | 76, 104 | 20 | .87 | N | Ba | Wil | HO-11-50 | 12 | 9-50 | Neg | DR | 1102003 | Sh | 2.19 | 1250 | DR | 1119123 | CV | 13.0-13.7-1250 | 4 | 13.8-14.8 | 30 | 70F | 10 amp | ..... |
| 8-58H | 4 | 76, 104 | 20 | .87 | N | Ba | Wil | HO-11-50 | 12 | 9-50 | Neg | DR | 1102003 | Sh | 2.19 | 570 | DR | 1119123 | CV | 13.0-13.7-1250 | 4 | 13.8-14.8 | 30 | 70F | 10 amp | ..... |
| 8-58H Golden Hawk | 4 | 76, 104 | 18¼ | .87 | N | Ba | Wil | ..... | 12 | 9-50 | Neg | DR | 1102003 | Sh | 2.19 | 570 | DR | 1119123 | CV | 13.0-13.7-1250 | 4 | 13.8-14.8 | 30 | 70F | 10 amp | ..... |

**ABBREVIATIONS**

1—Auto-Lite only; Willard, HO-11-60.
2—Auto-Lite only; Willard, HO-12-70.
3—Auto-Lite only; Willard, HO-11-50; Gould, 11-OE-53.
4—Auto-Lite and Willard only; Gould, 9-53.
5—Auto-Lite only; Willard, HO-11-50.
6—Ford only; American Bosch, 2700015.
7—Revolutions per minute.
8—46, 92, 65, 65, 92.
9—45, 92½, 65, 65, 92½.
amp—Amperes.
AL—Auto-Lite.
AW—Auto-Lite or Willard.
AWG—Auto-Lite, Willard or Gould.
Ba—Ball.
BC—Battery in circuit.
CR—Cycle regulator.
CV—Current and voltage control.
DR—Delco-Remy.
F—Degrees fahrenheit.
F-A—Ford or American-Bosch.
Fo—Ford.
H—Hot.
Hyd—Hydraulic.
N—None.
Neg—Negative.
OT—Operating temperature.
RO—Rated output.
Sh—Shunt.
TP—Two pole.
Var—Various.
Wil—Willard.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# STARTING AND IGNITION SYSTEMS

| PASSENGER CAR MAKE AND MODEL | STARTING SYSTEM: MOTOR | | | | | | | | | | | STARTING SYSTEM: DRIVE | | | | IGNITION SYSTEM: COIL | | | | IGNITION SYSTEM: DISTRIBUTOR | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Lock Test | | | No Load Test | | | | | Number Teeth | | | | Amps. | | | | Spark Advance Data (Crankshaft Degrees) | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | Centrifugal Advance (at RPM) | | Vacuum Advance (Inches of Mercury) | | | | |
| | Make | Model | Engine Cranking Speed (RPM) | Test Conditions | Amps. | Volts | Torque (ft. lb.) | Amps. | Volts | RPM (min.) | Starting Procedure | Engagement—Type | Pinion | Flywheel | Flywheel Tooth Face Width | Make | Model | Engine Stopped | Engine Idling | Make | Model | Start | Maximum | Start | Maximum | Breaker Gap (in.) | Cam Angle (deg.) | Breaker Arm Tension (oz.) |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | DR | 1107647 | | | 435 | 5.8 | 10.5 | 75 | 10.3 | 6900 | Tik | SA | 9 | 149 | .440 | DR | 1115047 | 2.75 | 1.45 | DR | 1112426 | 0°–850 | 14.0°–4000 | 0°–5.0 | 11.0°–11.0 | .016 | 32 | 21 |
| 6-5810 | DR | 1107647 | | | 435 | 5.8 | 10.5 | 75 | 10.3 | 6900 | Tik | SA | 9 | 149 | .438 | DR | 1115094 | 3.75 | 1.70 | DR | 1110246 | 0°–1000 | 22.0°–4200 | 0°–6.0 | 22.0°–16.5 | .016 | 32 | 21 |
| 8-5820 | DR | 1107648 | | | 435 | 5.8 | 10.5 | 75 | 10.3 | 6900 | Tik | SA | 9 | 176 | .438 | DR | 1115105 | 3.75 | 2.30 | DR | 1110923 | 0°–650 | 36.0°–4000 | 0°–6.5 | 24.0°–14.0 | .016 | 30 | 21 |
| 8-5880 | DR | 1107704 | | | 435 | 5.8 | 10.5 | 75 | 10.3 | 6900 | Tik | SA | 9 | 176 | .438 | DR | 1115105 | 3.75 | 2.30 | DR | 1110887 | 0°–600 | 36.0°–3800 | 0°–6.0 | 20.0°–15.0 | .016 | 30 | 21 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | AL | MDT-6003 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Tik | SS | 9 | 172 | .375 | AL | CAH-4001B | 3.10 | 2.50 | AL | IBP-4002F | 0°–700 | 20.0°–4200 | 0°–8.5 | 22.0°–16.0 | .017 | 30 | 19 |
| 8-LC2 | AL | MDT-6003 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Ptn | SS | 9 | 172 | .375 | AL | CAH-4001B | 3.10 | 2.50 | AL | IBP-4002F | 0°–700 | 20.0°–4200 | 0°–8.5 | 22.0°–16.0 | .017 | 30 | 19 |
| 8-LC3-H | AL | MDT-6003 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Ptn | SS | 9 | 172 | .375 | AL | CAH-4001B | 3.10 | 2.50 | AL | IBS-4007A | 0°–725 | 20.0°–4800 | 0°–8.0 | 22.0°–16.0 | .017 | 38 | 19 |
| 8-LC3-S | AL | MDT-6003 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Ptn | SS | 9 | 172 | .375 | AL | CAH-4001B | 3.10 | 2.50 | AL | IBS-4007 | 0°–700 | 13.0°–2100 | 0°–8.0 | 22.0°–16.0 | .017 | 38 | 19 |
| De Soto 8-LS1 | AL | MDT-6001 | 150 | CW | 350 | 4.0 | 8.5 | 58 | 11.0 | 3800 | Tik | IFT | 9 | 172 | .375 | AL | CAH-4001A | 3.10 | 2.50 | AL | IBP-4005 | 0°–700 | 20.0°–4000 | 0°–6.1 | 26.0°–16.5 | .017 | 30 | 19 |
| 8-LS2, LS3-H | AL | MDT-6002 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Tik | IFT | 9 | 172 | .375 | AL | CAH-4001A | 3.10 | 2.50 | AL | IBP-4005 | 0°–700 | 20.0°–4000 | 0°–6.1 | 26.0°–16.5 | .017 | 30 | 19 |
| 8-LS3-S | AL | MDT-6002 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Tik | SS | 9 | 172 | .375 | AL | CAH-4001A | 3.10 | 2.50 | AL | IBS-4006B | 0°–700 | 20.0°–4000 | 0°–6.1 | 26.0°–16.5 | .017 | 38 | 19 |
| Dodge 6-LD1 | AL | MDM-6001 | 150 | CW | 210 | 4.0 | 5.0 | 50 | 11.0 | 3600 | Tik | IFT | 9 | 172 | .375 | AL | CAG-4001B | 2.40 | 1.80 | AL | IBR-4001 | 0°–700 | 17.0°–3600 | 0°–6.3 | 19.0°–16.0 | .020 | 39 | 19 |
| 8-LD2 | AL | MDL-6003 | 150 | CW | 225 | 4.0 | 6.0 | 60 | 11.0 | 3400 | Tik | IFT | 9 | 172 | .375 | AL | CAH-4001E | 3.10 | 2.50 | AL | IBP-4002E | 0°–700 | 18.0°–3300 | 0°–6.8 | 22.0°–14.0 | .017 | 30 | 19 |
| 8-LD3 | AL | MDT-6001 | 150 | CW | 350 | 4.0 | 8.5 | 58 | 11.0 | 3800 | Tik | IFT | 9 | 172 | .375 | AL | CAH-4001A | 3.10 | 2.50 | AL | IBP-4005 | 0°–700 | 20.0°–4000 | 0°–6.1 | 26.0°–16.5 | .017 | 30 | 19 |
| Imperial 8-LY1 | AL | MDT-6003 | 150 | CW | 350 | 4.0 | 8.5 | 80 | 11.0 | 3800 | Ptn | SS | 9 | 172 | .375 | AL | CAH-4001B | 3.10 | 2.50 | AL | IBS-4007A | 0°–725 | 20.0°–4800 | 0°–8.0 | 22.0°–16.0 | .017 | 38 | 19 |
| Plymouth 6-LP1 | AL | MDM-6001 | 150 | CW | 210 | 4.0 | 5.0 | 50 | 11.0 | 3600 | Tik | IFT | 9 | 172 | .375 | AL | CAG-4001B | 2.40 | 1.80 | AL | IBR-4001 | 0°–700 | 17.0°–3600 | 0°–6.3 | 19.0°–16.0 | .020 | 39 | 19 |
| 8-LP2 | AL | MDM-6001 | 150 | CW | 210 | 4.0 | 5.0 | 50 | 11.0 | 3600 | Tik | IFT | 9 | 172 | .375 | AL | CAH-4001A | 3.10 | 2.50 | AL | IBP-4003F | 0°–900 | 18.0°–4600 | 0°–6.7 | 25.8°–16.0 | .017 | 30 | 19 |
| 8-LP2-H Fury | AL | MDM-6001 | 150 | CW | 210 | 4.0 | 5.0 | 50 | 11.0 | 3600 | Tik | IFT | 9 | 172 | .375 | AL | CAH-4001A | 3.10 | 2.50 | AL | IBS-4003 | 0°–700 | 18.0°–2000 | 0°–9.0 | 20.5°–18.0 | .017 | 38 | 19 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | Fo | FAR-11001-A | 150 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Tik | BFT | 9 | 153 | .375 | Fo | FAC12029A | 4.50 | 2.50 | Fo | FEU12127 D | 2.0°–800 | 16.0°–3800 | 0°–1.0 | 12.0°–16.0 | .015 | 27 | 19 |
| 8-Corsair, Citation | Fo | FAR-11001-A | 150 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Tik | BFT | 9 | 153 | .375 | Fo | FAC12029A | 4.50 | 2.50 | Fo | FEW12127E | 1.0°–800 | 21.0°–4000 | 0°–1.0 | 16.0°–15.0 | .015 | 27 | 19 |
| Ford 6-All | Fo | FAR-11001-A | 165 | | 550 | 5.0 | 15.5 | 65 | 12.0 | 4500 | Tik | BFT | 9 | 146 | .375 | F-E | FAC12029A | 4.50 | 2.50 | Hol | FEG12127 D | 0°–1400 | 23.0°–4000 | 22.0°–2.3 | 26.5°–6.0 | .025 | 37 | 19 |
| 8-All | Fo | FAR-11001-A | 165 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Tik | BFT | 9 | 146 | .375 | Fo | FAC12029A | 4.50 | 2.50 | F-H | FEU12127J[1] | 0°–300 | 29.0°–4000[2] | 0°–1.0 | . . . . | .015 | 27 | 19 |
| 8-Thunderbird | Fo | FAR-11001-A | 165 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Tik | | 9 | 153 | .375 | Fo | FAE12029A | 4.50 | 2.50 | Fo | FEU12127H | 0°–300 | 22.0°–4000 | 0°–1.0 | 23.0°–15.0 | .015 | 27 | 19 |
| Lincoln 8-All | Fo | 2900550 | 150 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Tik | BFT | 9 | 153 | .375 | Fo | FAC12029A | 4.50 | 2.50 | Fo | FFC12127E | 0°–700 | 26.5°–4000 | 0°–4.0 | 23.0°–17.5 | .015 | 27 | 19 |
| Mercury 8-Monterey | Fo | | 165 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Tik | BFT | 9 | 153 | .375 | Fo | | 4.50 | 2.50 | Fo | | 2°–1000 | 21.5°–4000 | 0°–1.0 | 22.0°–17.0 | .015 | 27 | 19 |
| 8-Montclair | Fo | | 165 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Pns | BFT | 9 | 153 | .375 | Fo | | 4.50 | 2.50 | Fo | | 2°–1000 | 21.5°–4000 | 0°–1.0 | 22.0°–17.0 | .015 | 27 | 19 |
| 8-Park Lane | Fo | | 165 | | 550 | 5.0 | 15.5 | 85 | 12.0 | 4500 | Pns | BFT | 9 | 153 | .375 | Fo | | 4.50 | 2.50 | Fo | | 3°–1000 | 24.0°–4000 | 0°–1.0 | 22.0°–16.0 | .015 | 27 | 19 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 50, 60, 70, 700 | DR | 1107667 | 160 | OT | 330 | 3.5 | | 100 | 10.6 | 3600 | Dap | SOC | 9 | 166 | .573 | DR | 1115100[3] | 4.50 | 2.50 | DR | 1110870 | 0°–625 | 26.0°–3750 | 0°–7.5 | 21.0°–12.0 | .015 | 30 | 21 |
| Cadillac 8-60, 62, 75 | DR | 1107657 | | | 330 | 3.5 | | 85 | 10.6 | 4400 | Tik | SSO | 9 | 176 | .500 | DR | 1115082 | 2.40 | 1.25 | DR | 1110909[4] | 1.5°–400 | 15.0°–2000 | 0°–9.0 | . . . . | .019 | 30 | 21 |
| Chevrolet 6-1100, 1500, 1700 | DR | 1107652 | | OT | | | | 60 | 10.6 | 6200 | Tik | PSS | 9 | 168 | .414 | DR | 1115085 | 4.00 | 1.80 | DR | 1112403 | 0°–600 | 26.0°–3500 | 0°–6.0 | 15.0°–8.5 | .019 | 30 | 21 |
| 8-1200, 1600, 1800 | DR | 1107664 | | OT | | | | 63 | 10.6 | 6200 | Tik | PSS | 9 | 168 | .414 | DR | 1115083 | 4.00 | 1.80 | DR | 1110920 | 0°–600 | 28.0°–3750 | 0°–8.0 | 15.0°–15.5 | .019 | 30 | 21 |
| 8-867 | DR | 1107664 | | OT | | | | 75 | 10.3 | 6900 | Tik | PSS | 9 | 168 | .414 | DR | 1115091 | 4.00 | 1.80 | DR | 1110890 | 0°–600 | 28.0°–3700 | 0°–8.0 | 15.0°–15.5 | .018 | 29 | 21 |
| Oldsmobile 8-88, S88, 98 | DR | 1107665 | 150 | CW | | | | 100 | 10.6 | 3600 | Tik | HSS | 9 | 176 | .445 | DR | 1115104 | 4.50 | 2.00 | DR | 1110929 | 2.0°–800 | 24.0°–4400 | 0°–9.0 | 20.0°–16.0 | .016 | 30 | 21 |
| Pontiac 8-58-25, 58-27, 58-28 | DR | 1107697 | | RT | | | | 100 | 10.6 | 3600 | Tik | SGO | 9 | 176 | .500 | DR | 1115084 | 3.50 | 1.20 | DR | 1110924 | 0°–650 | 30.0°–4600 | 0°–7.0 | 21.5°–13.0 | .016 | 30 | 21 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | DR | 1107651 | 150 | | 435 | 5.8 | 14.0 | 75 | 11.0 | 5000 | Tik | BFT | 9 | 162 | .375 | DR | 1115096 | | 3.80 | DR | 1110864 | 0°–600 | 24.0°–2400 | 0°–5.0 | 16.0°–12.0 | .016 | 31 | 21 |
| 8-58L Hawk | DR | 1107650 | 150 | | 435 | 5.8 | 14.0 | 75 | 11.0 | 5000 | Tik | BFT | 9 | 162 | .375 | DR | 1115096 | | 3.80 | DR | 1110864 | 0°–600 | 24.0°–2400 | 0°–5.0 | 16.0°–12.0 | .016 | 31 | 21 |
| Studebaker 8-58G | AL | MBG-4103 | 170 | OT | 235 | 4.0 | 5.2 | 55 | 10.0 | 5200 | Tik | BD | 9 | 151 | .375 | AL | CAG4003A | | 4.00 | AL | IAT-4201 | 0°–800 | 14.0°–2800 | 0°–4.0 | 18.0°–12.0 | .020 | 39 | 19 |
| 8-58B | DR | 1107650 | 160 | | 435 | 5.8 | 14.0 | 75 | 11.0 | 5000 | Tik | BFT | 9 | 162 | .375 | DR | 1115096 | | 3.80 | DR | 1110864 | 0°–1000 | 24.0°–2400 | 0°–5.0 | 16.0°–12.0 | .016 | 31 | 21 |
| 8-58H | DR | 1107650 | 150 | | 435 | 5.8 | 14.0 | 75 | 11.0 | 5000 | Tik | BFT | 9 | 162 | .318 | DR | 1115096 | | 3.80 | DR | 1110864 | 0°–600 | 24.0°–2400 | 0°–5.0 | 16.0°–12.0 | .016 | 31 | 21 |
| 8-58H Golden Hawk | DR | 1107650 | 150 | | 435 | 5.8 | 14.0 | 75 | 11.0 | 5000 | Tik | BFT | 9 | 162 | .375 | DR | 1115096 | | 3.80 | DR | 1110864 | 0°–600 | 24.0°–2400 | 0°–5.0 | 16.0°–12.0 | .016 | 31 | 21 |

**ABBREVIATIONS**

1—Ford only; Holley, FEU-12127-H.
2—Ford only; Holley, 22.0°-4000.
3—To be used in series with resistance unit 1931614.
4—Eldorado models, 1110926.
**AL**—Auto-Lite.
**BD**—Bendix drive.
**BFT**—Bendix Folo-Thru.
**CW**—Completely warmed engine.
**Dap**—Depress accelerator pedal.
**DR**—Delco-Remy.
**F-E**—Ford or Essex Wire.
**F-H**—Ford or Holley.
**Fo**—Ford.
**Hol**—Holley.
**HSS**—Helical spline sliding gear and over-running clutch.
**IFT**—Inertia follow-through drive.
**OT**—Operating temperature.
**Pns**—Press neutral/start button.
**PSS**—Solenoid shift solenoid.
**Ptn**—Push transmission neutral button to extreme in position.
**RT**—Room temperature.
**SA**—Solenoid actuated.
**SGO**—Sliding gear, over-running clutch.
**SOC**—Solenoid with over-running clutch.
**SS**—Solenoid shift, positive engagement.
**SSO**—Spiral spline and over-running clutch.
**Tik**—Turn ignition key to extreme clockwise position.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# IGNITION TIMING, SPARK PLUGS, AND CLUTCHES

| PASSENGER CAR MAKE AND MODEL | IGNITION TIMING | | SPARK PLUGS | | | | Cylinder Numbering System and Firing Order | Suppression Type | CLUTCH (PEDAL OPERATED) | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | Facing | | | | | | Release Bearing | | |
| | C's deg. @ RPM | Mark Location | Make and Model | Thread (mm) | Tightening Torque (Ft. lb.) | Gap | | | Make | Type | Type Pressure Plate Springs | Total Plate Pressure | Number of Driven Discs | Material | Inside Diam. (In.) | Outside Diam. (In.) | Effective Area (Sq. In.) | Thickness (In.) | Engagement Cushioning Method | Type | Method of Lubrication | Torsional Dampening Method |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | 3B- | VD | AL-AL-7[4] | 14 | 30 | .035 | 1,5,3,6,2,4 | HT | BB | D | Co | 1215 | 1 | | 5.4 | 8.0 | 55.2 | .125 | Cfs | Ba | P | SSS |
| 6-5810 | 5B-500 | VD | AL-AL-7J[1] | 14 | 30 | .035 | 1,5,3,6,2,4 | HT | BB | D | Co | 1446 | 1 | | 5.1 | 8.5 | 72.2 | .135 | Cfs | Ba | P | SSS |
| 8-5820 | 5B-500 | VD | AL-AL-7J[1] | 14 | 30 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | Dis | BB | D | Co | 1444 | 1 | | 7.0 | 10.0 | 80.1 | .125 | Cfs | Ba | P | SSS |
| 8-5880 | 5B-500 | VD | AL-AL-7J[1] | 14 | 30 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | Dis | BB | D | Co | 1893 | 1 | | 6.5 | 10.5 | 106.8 | .125 | Cfs | Ba | P | SSS |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | 8B-500 | VD | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 2013 | 1 | MWA | 6.0 | 10.0 | 100.5 | .125 | Cfs | Ba | P | CS |
| 8-LC2 | 6B-500 | VD | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | N | | | | | | | | | | | | | |
| 8-LC3-H | 6B-500 | VD | AL-AGR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | N | | | | | | | | | | | | | |
| 8-LC3-S | 6B-500 | VD | AL-AGR-32 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 2349 | 1 | MWA | 6.5 | 11.0 | 123.4 | .125 | Cfs | Ba | P | CS |
| De Soto 8-LS1, LS2 | 6B-500 | VD | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 2013 | 1 | MWA | 6.5 | 10.5 | 106.8 | .125 | Cfs | Ba | P | CS |
| 8-LS3-H | 6B-500 | VD | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | N | | | | | | | | | | | | | |
| 8-LS3-S | 8B-500 | VD | AL-AR-32 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | N | | | | | | | | | | | | | |
| Dodge 6-LD1 | 2B-500 | VD | AL-AR-51 | 14 | 31 | .035 | 1,5,3,6,2,4 | SP,Dis | BB | D | Co | 1206 | 1 | MWA | 6.0 | 9.3 | 77.8 | .125 | Cfs | Ba | P | CS |
| 8-LD2 | 6B-500 | FDP | AL-AGR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 1920 | 1 | MWA | 6.0 | 10.0 | 100.5 | .125 | Cfs | Ba | P | CS |
| 8-LD3 | 6B-500 | VD | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 2013 | 1 | MWA | 6.5 | 10.5 | 106.8 | .125 | Cfs | Ba | P | CS |
| Imperial 8-LY1 | 6B-500 | VD | AL-AGR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | N | | | | | | | | | | | | | |
| Plymouth 6-LP1 | 2B-500 | VD[2] | AL-AR-51 | 14 | 31 | .035 | 1,5,3,6,2,4 | SP,Dis | BB | D | Co | 1345 | 1 | MWA | 6.0 | 9.3 | 77.8 | .125 | Cfs | Ba | P | CS |
| 8-LP2 | 10B-500 | FDP | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 1920 | 1 | MWA | 6.8 | 10.0 | 85.5 | .125 | Cfs | Ba | P | CS |
| 8-LP2-H Fury | 10B-500 | FDP | AL-AR-42 | 14 | 31 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | SP,Dis | BB | D | Co | 2013 | 1 | MWA | 6.5 | 10.5 | 106.8 | .125 | Cfs | Ba | P | CS |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | 7B-450 | VD | Ch-F-11-Y | 18 | 25 | .034 | 1R,5L,4R,2R,6L,3R,7L,8L | | Lo | S | Co | 1710 | 1 | WA | 7.0 | 11.0 | 113.0 | .125 | TDS | Ba | P | Spr |
| 8-Corsair, Citation | 7B-450 | VD | Ch-F-11-Y | 18 | 25 | .034 | 1R,5L,4R,2R,6L,3R,7L,8L | | N | | | | | | | | | | | | | |
| Ford 6-All | 4B-550 | VD | Ch-870 | 18 | 25 | .034 | 1,5,3,6,2,4 | Gen,VR,Wh,HT | Lo | | Co | 1230 | 1 | WA | 6.0 | 9.5 | 85.2 | .125 | TDS | Ba | P | SS |
| 8-Custom 300 | 3B-550 | VD | Ch-F-11-Y | 18 | 20 | .034 | 1R,5L,4R,8L,6L,3R,7L,2R | Gen,VR,Wh,HT | Lo | | Co | 1278 | 1 | WA | 6.8 | 10.0 | 85.5 | .125 | TDS | Ba | P | SS |
| 8-Fairlane, Fairlane 500 | 3B-550 | VD | Ch-F-11-Y | 18 | 20 | .034 | 1R,5L,4R,8L,6L,3R,7L,2R | Gen,VR,Wh,HT | Lo | | Co | 1575 | 1 | WA | 7.0 | 11.0 | 113.1 | .125 | TDS | Ba | P | SS |
| 8-Thunderbird | 4B- | VD | Ch-F-11-Y | 18 | 20 | .034 | 1R,5L,4R,2R,6L,3R,7L,8L | | Lo | S | Co | 1575 | 1 | WA | 7.0 | 11.0 | 113.1 | .125 | TDS | Ba | P | SS |
| Lincoln 8-All | 6B-450 | VD | Ch-F-11-Y | 18 | 18 | .032 | 1R,5L,4R,2R,6L,3R,7L,8L | VR,Wh,HT,Gen | N | | | | | | | | | | | | | |
| Mercury 8-Monterey | 4B- | VD | Ch-860 | 18 | 25 | .034 | 1L,5R,4L,2L,6R,3L,7R,8R | | BB | D | | 2016 | 1 | WA | 6.5 | 11.0 | 114.3 | .125 | BDV | Ba | P | Spr |
| 8-Montclair, Park Lane | 7B- | VD | Ch-860 | 18 | 25 | .034 | 1L,5R,4L,2L,6R,3L,7R,8R | | N | | | | | | | | | | | | | |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | 5B-400 | HB | AC-44 | 14 | 25 | .033 | 1R,2L,7R,8L,4L,5R,6L,3R | HT,Co,Gen,VR | Lo | D | Co | 1845 | 1 | Wo | 7.0 | 11.0 | 113.0 | .125 | Spr | Ba | P | Spr |
| 8-50, 60, 70, 700 | 5B-400 | HB | AC-44 | 14 | 25 | .033 | 1R,2L,7R,8L,4L,5R,6L,3R | HT,Co,Gen,VR | N | | | | | | | | | | | | | |
| Cadillac 8-60, 62, 75 | 5B-450[3] | CB | AC-44 | 14 | 23 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | Dis,Gen,Co,VR | N | | | | | | | | | | | | | |
| Chevrolet 6-1100, 1500, 1700 | TC-475 | Fly | AC-44 | 14 | 20 | .035 | 1,5,3,6,2,4 | HT | Own | D | | 1413 | 1 | M-W | 6.0 | 9.5 | 85.2 | .125 | Spr | Ba | P | SH |
| 8-1200, 1600, 1800 | 4B-475 | VD | AC-44 | 14 | 23 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | HT | Own | S | Dia | 1550 | 1 | M-W | 6.0 | 10.0 | 100.5 | .135 | Spr | Ba | P | SH |
| 8-867 | 4B-600 | VD | AC-46 | 14 | 23 | .035 | 1L,8R,4R,3L,6R,5L,7L,2R | HT | BB | D | Co | 1620 | 1 | WA | 6.5 | 10.0 | 90.7 | .135 | Spr | Ba | P | SH |
| Oldsmobile 8-88, S88 | 5B-850 | VD | AC-44 | 14 | 26 | .030 | 1L,8R,7L,3L,6R,5L,4R,2R | SP,HT | Lo | S | Cmp | 1934 | 1 | WM | 7.0 | 11.0 | 56.5 | .385 | Fsf | Ba | F | SS |
| 8-98 | 5B-850 | VD | AC-44 | 14 | 26 | .030 | 1L,8R,7L,3L,6R,5L,4R,2R | SP,HT | N | | | | | | | | | | | | | |
| Pontiac 8-58-25, 58-27, 58-28 | 6B-450 | CP | AC-45 | 14 | 20 | .036 | 1L,8R,4R,3L,6R,5L,7L,2R | HT,Wh,Gen,VR | B-L | | Co | 2030 | 1 | WMA | 7.0 | 11.0 | 99.6 | .125 | SA | Ba | P | CM |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | 4B-550 | VD | Ch-H-18Y | 14 | 28 | .036 | 1L,8R,4R,3L,6R,5L,7L,2R | Co,Gen,VR,Dis | BB | D | Co | 1734 | 1 | MA | 6.5 | 10.3 | 99.0 | .125 | PC | Ba | P | Ssw |
| 8-58L Hawk | 4B-550 | VD | Ch-H-18Y | 14 | 28 | .036 | 1L,8R,4R,3L,6R,5L,7L,2R | Co,Gen,VR,Dis | BB | D | Co | 2054 | 1 | MA | 6.5 | 10.5 | 107.0 | .125 | PC | Ba | P | Ssw |
| Studebaker 6-58G | 2B-550 | VD | Ch-J-7 | 14 | 28 | .031 | 1,5,3,6,2,4 | Co,Gen,VR,Dis | BB | D | Co | 1368 | 1 | MA | 5.1 | 8.5 | 72.2 | .135 | PC | Ba | P | CS |
| 8-58B | 4B-550 | VD | Ch-H-18Y | 14 | 28 | .036 | 1L,8R,4R,3L,6R,5L,7L,2R | Co,Gen,VR,Dis | BB | D | Co | 1594 | 1 | MA | 6.0 | 10.0 | 100.0 | .125 | PC | Ba | P | Ssw |
| 8-58B | 4B-550 | VD | Ch-H-18Y | 14 | 28 | .036 | 1L,8R,4R,3L,6R,5L,7L,2R | Co,Gen,VR,Dis | BB | D | Co | 1734 | 1 | MA | 6.5 | 10.3 | 99.0 | .125 | PC | Ba | P | Ssw |
| 8-58H Golden Hawk | 4B-550 | VD | Ch-H-18Y | 14 | 28 | .036 | 1L,8R,4R,3L,6R,5L,7L,2R | Co,Gen,VR,Dis | BB | D | Co | 2054 | .1 | MA | 6.5 | 10.5 | 107.0 | .125 | PC | Ba | P | Ssw |

**ABBREVIATIONS**

1—Or Champion H-10-64D.
2—Plaza models, fan drive pulley.
3—Eldorado models, 10B-450.
4—Or Champion, H-10; or AC, 45L.
**AC**—A.C. Spark Plug Div.
**AL**—Auto-Lite.
**B**—Before top center.
**Ba**—Ball.
**BB**—Borg and Beck.
**BDV**—Borglite disc with vibration damper.
**B-L**—Borg and Beck with Long driven member.
**CB**—Crankshaft balancer.
**Cfs**—Crimped flat springs.
**Ch**—Champion.
**CM**—Coil springs and metal to metal friction.
**Cmp**—Compression.
**Co**—Coil.
**CP**—Crankshaft pulley.
**CS**—Coil springs.
**D**—Dry.
**Dia**—Diaphragm.
**Dis**—Distributor.
**F**—Pressure gun fitting.
**FDP**—Fan drive pulley.
**Fly**—Flywheel.
**Fsf**—Flat springs between facings.
**Gen**—Generator.
**HB**—Harmonic balancer.
**HT**—High tension leads.
**L**—Left.
**Lo**—Long.
**MA**—Molded asbestos.
**M-W**—Molded or woven asbestos.
**MWA**—Molded woven asbestos.
**P**—Pre-lubricated.
**PC**—Plate cushion springs.
**R**—Right.
**S**—Semi-centrifugal.
**SA**—Spring action of offset driven plate spokes.
**SH**—Springs at hub.
**SP**—Spark plugs.
**Spr**—Springs.
**SS**—Steel springs.
**SSS**—Springs, steel on steel.
**Ssw**—Springs, steel washers.
**TC**—Top center.
**TDS**—Torbend disc with spring vibration damper.
**VD**—Vibration damper.
**VR**—Voltage regulator.
**WA**—Woven asbestos.
**Wh**—Wheels.
**WM**—Woven molded.
**Wo**—Woven.

***For Directory of Car Manufacturers listed above, see Table of Contents***

# LAMP BULBS, FUSES AND CIRCUIT BREAKERS

| PASSENGER CAR MAKE AND MODEL | LAMP BULBS (Trade Number) | | | | | | | | | | | | | | | | FUSES AND CIRCUIT BREAKERS (Trade Number) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Headlamp | | | | | | | Direction Signal | | | | | | | | | | | | | | | | | | | | |
| | High Beam | Low and High Beam | Arrangement | Headlamp Beam Indicator | Parking Light | Tail Light | Stop Light | Front | Rear | Indicator | License Plate Light | Instrument Light | Ignition Lock Light | Back-Up Light | Dome Light | Clock Light | Headlamp | Headlamp Beam Indicator | Parking Light | Tail Light | Stop Light | Direction Indicator | License Plate Light | Instrument Light | Ignition Light | Back-Up Light | Dome Light | Clock | Clock Light |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | N | 5400 | ..... | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | N | 1073 | 1003 | 57 | 18CB | (4) | 12CB | (3) | 30CB | (5) | (3) | (3) | N | (5) | SFE7½ | N | (3) |
| 6-5810, 6-5820, 5880 | 4001 | 4002[1] | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | N | 1073 | 1003 | 57 | 18CB | (4) | 12CB | (3) | 30CB | (5) | (3) | (3) | N | (5) | SFE7½ | N | (3) |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1, LC2, LC3 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | N | 1073 | 1004 | 57 | 22½CB | (4) | (4) | 15CB | (2) | N | (2) | (2) | N | (2) | (2) | N | (2) |
| De Soto 8-LS1, LS2, LS3 | 4001 | 4002 | Hor | 57 | 1034 | 67 | 1073 | (3) | (5) | 57 | 67 | 57 | N | 1073 | 1004 | 57 | 22½CB | (4) | (4) | 15CB | (2) | N | (2) | (2) | N | (2) | (2) | SFE2 | (2) |
| Dodge 6-LD1, 8-LD2, LD3 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | N | 1073 | 1004 | 1816 | 22½CB | (4) | (4) | 15CB | (2) | N | (2) | (2) | N | (2) | (2) | SFE2 | (2) |
| Imperial 8-LY1 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 89 | N | 1073 | 1004 | 57 | 22½CB | (4) | (4) | 15CB | (2) | N | (2) | (2) | N | (2) | (2) | N | (2) |
| Plymouth 6-LP1, 8-LP2 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | N | 1073 | 1004 | N | 22½CB | (4) | (4) | 15CB | (2) | N | (2) | (2) | N | (2) | (2) | SFE2 | N |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-All | 4001 | 4002 | Hor | 1445 | 1034 | 1034 | 67 | (3) | (2) | 1445 | 67 | 57 | 1445 | 1073 | 1003 | 57 | 18CB | (4) | 12CB | (3) | (3) | SFE7½ | (3) | (3) | (3) | SFE7½ | (6) | 1AG1 | (3) |
| Ford 6, 8-All | 4001 | 4002 | Hor | 1445 | 1034 | 1034[7] | (8) | (3) | (8) | 57 | 67 | 57[9] | 1445 | 1141 | 1003 | 57 | 18CB[10] | (11) | 12CB | (3) | (3) | SFE7½ | (3) | (3) | N | (3) | (12) | 1AG1[13] | (3) |
| Mercury 8-All | 4001 | 4002 | Hor | 1445 | 1034 | 1034 | (2) | (3) | (2) | 1445 | 67 | 57 | ..... | 1141 | 1003 | 1816 | 18CB[10] | (11) | (15) | (15) | (15) | SFE7½ | (15) | (15) | (15) | (15) | SFE7½ | ..... | (15) |
| Lincoln 8-All | 4001 | 4002 | Can | 1445 | 1034 | 1034 | (2) | (3) | (2) | 1445 | 67 | 57 | 57 | 1141 | 1003[14] | N | 18CB[10] | (11) | (15) | (15) | (15) | SFE7½[16] | (15) | (15) | (15) | SFE7½ | SFE7½ | 1AG1 | (15) |
| 8-Thunderbird | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | 57 | 1141 | 1003 | (17) | 18CB[10] | (15) | 12CB | (3) | (3) | SFE7½ | (3) | (3) | (3) | (12) | ..... | 1AG1 | (3) |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 50, 60, 70, 700 | 4001 | 4002 | Hor | 53 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | 53 | 1073 | 1004[18] | 57 | 24CB | (4) | (4) | (4) | 10AGC | (5) | (4) | (4) | (4) | 10AGC | SFE20 | 1AGA | (4) |
| Cadillac 8-60, 62, 75 | 4001 | 4002 | Hor | 53 | 1034 | 1034 | (2) | (3) | (2) | 53 | 67 | 57 | 53 | 1073 | ..... | 57 | 20CB | (4) | (4) | (4) | SFE9A | (5) | (4) | (4) | (4) | (5) | AGC25 | (19) | SFE20 |
| Chevrolet 6-1100, 1500, 1700 | 4001 | 4002 | Hor | 53 | 1034 | 1034[7] | (8) | (3) | (8) | 57 | 67 | 57 | ..... | 1073 | 1004 | 57 | 15CB | N | (4) | AGC10 | SFE9 | SFE6 | (5) | AGC3 | N | (5) | (2) | (2) | AGA3 |
| 8-1200, 1600, 1800 | 4001 | 4002 | Hor | 53 | 1034 | 1034[7] | (8) | (3) | (8) | 57 | 67 | 57 | ..... | 1141 | 1004 | 53 | 15CB | (4) | (4) | AGC10 | (2) | (2) | (2) | AGC3 | N | AGC10 | (2) | (2) | (17) |
| 8-867 | 4001 | 4002 | Hor | 53 | 1034 | 1034 | (2) | (3) | (2) | 53 | 67 | 57 | 53 | N | N | 57 | 13CB | (4) | (4) | (4) | (4) | (4) | (20) | (20) | (4) | N | N | (4) | (4) |
| Oldsmobile 8-86, 88 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | 53 | 1073 | 1004 | 57 | 25CB | (4) | (4) | SFE9 | 3AG20 | SFE9 | (2) | 1AG3 | (17) | SFE14 | (5) | 1AG1 | (17) |
| 8-98 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (2) | 57 | 67 | 57 | 53 | 1073 | 1004 | 57 | 25CB | (4) | (4) | SFE9 | 3AG25 | SFE9 | (2) | 1AG3 | (17) | SFE14 | (5) | 1AG1 | (17) |
| Pontiac 8-58-25, 58-27, 58-28 | 4001 | 4002 | Hor | 57 | 1034 | 1034 | (2) | (3) | (5) | 57 | 67 | 57 | 53 | 1073 | 1004 | 57 | 22CB | (4) | (4) | (21) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | 4001 | 4002 | Hor | 1445 | 1034 | 1034 | (2) | (3) | (2) | 1445 | 67 | 57 | 1445 | 1073 | 1004 | 57 | 18CB | (4) | (4) | (4) | AGC15 | (5) | (4) | (4) | (4) | (4) | (5) | 1AG3 | (4) |
| 8-58L Hawk | N | 5400 | ..... | 1445 | 1034 | 1034 | (2) | (3) | (2) | 53 | 67 | 57 | 1445 | 1141 | 1004 | 57 | 20CB | (4) | (4) | (4) | AGC15 | AGC15 | (4) | (4) | (4) | (4) | (5) | 1AG3 | (4) |
| Studebaker 6-58G | N | 5400 | ..... | 1445 | 1034 | 1034 | (2) | (3) | (2) | 1034 | 67 | 57 | 1445 | 1073[22] | 1004 | 57 | 20CB | (4) | (4) | (4) | AGC15 | AGC15 | (4) | (4) | (4) | (4) | (5) | 1AG3 | (23) |
| 8-58B | 4001 | 4002 | Hor | 1445 | 1034 | 1034 | (2) | (3) | (5) | 1445 | 67 | 57 | 1445 | 1073 | 1004 | 57 | 20CB | (4) | (4) | (4) | AGC15 | (5) | (4) | (4) | (4) | (4) | (5) | 1AG3 | (4) |
| 8-58H | 4001 | 4002[24] | Hor | 1445 | 1034 | 1034 | (2) | (3) | (2) | 1445 | 67 | 57 | 1445 | 1073 | 1004 | 57 | 20CB | (4) | (4) | (4) | AGC15 | (5) | (4) | (4) | (4) | (4) | (5) | 1AG3 | (4) |
| 8-58H Golden Hawk | N | 5400 | ..... | 1445 | 1034 | 1034 | (2) | (3) | (2) | 53 | 67 | 57 | 1445 | 1141 | 1004 | 57 | 20CB | (4) | (4) | (4) | AGC15 | AGC15 | (4) | (4) | (4) | (4) | (5) | 1AG3 | (4) |

**ABBREVIATIONS**

1—5400 on Deluxe models.
2—Combined with tail light.
3—Combined with parking light.
4—Combined with head lamp.
5—Combined with stop light.
6—Combined with back-up light.
7—Outer only; inner, 67.
8—Outer tail light.
9—Speedometer and gauges only; oil and generator, 1445.
10—High beam only; low beam, 12 CB.
11—Combined with high beam of headlamp.
12—Combined with direction indicator.
13—Westclox and Borg only; Motochron, none.
14—Convertible, 67.
15—Combined with low beam of headlamp.
16—Also combined with low beam of headlamp.
17—Combined with instrument light.
18—Or 90.
19—Combined with dome light.
20—Combined with head lamp plus AGA3 fuse.
21—Combined with head lamp plus 7½ amp fuse.
22—Silver Hawk, 1141.
23—Combined with clock.
24—Silver Hawk, 5400.
**Can**—Canted (diagonally).
**CB**—Circuit breaker.
**Hor**—Horizontal.
**N**—No or none.

***For Directory of Car Manufacturers listed above, see Table of Contents***

# TRANSMISSIONS—Conventional and Conventional with Overdrive

| PASSENGER CAR MAKE AND MODEL | TYPE | | | CONVENTIONAL TRANSMISSION | | | | | | | | | | | OVERDRIVE | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Ratios | | | | | Lubricant | | | | | | | | | | Lubricant | | | | | | |
| | Manual | Manual with O.D. | Automatic | No. of Forward Speeds | First | Second | Third | Reverse | Synchronous Meshing—Specify Gears | Capacity (pt.) | Type Recommended | SAE Viscosity Number: Summer | Winter | Extreme Cold | Type | Manual Lockout | Downshift Accelerator Control | Minimum Cut-in Speed (mph) | Gear Ratio (to 1) | Capacity (pt.) | Separate Filler | Type Recommended | SAE Viscosity Number: Summer | Winter | Extreme Cold |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801, 5810 | Std | Opt | Opt | 3 | 2.61 | 1.63 | 1.00 | 3.54 | ST | 1½ | MG | 90 | 80 | 80 | P | Y | Y | 25 | .700 | 1¼ | Y | MG | 90 | 80 | 80 |
| 8-5820 | Std | Opt | Opt | 3 | 2.57 | 1.55 | 1.00 | 3.49 | ST | 2¼ | MG | 90 | 80 | 80 | P | Y | Y | 25 | .700 | 1¼ | Y | MG | 90 | 80 | 80 |
| 8-5880 | Std | Opt | Opt | 3 | 2.49 | 1.59 | 1.00 | 3.15 | ST | 4 | MG | 90 | 80 | 80 | P | Y | Y | 25 | .722 | | Y | MG | 90 | 80 | 80 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | Std | N | Opt | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | N | | | | | | | | | | | |
| 8-LC2, LC3-H | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| 8-LC3-S | Opt | N | Std | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | N | | | | | | | | | | | |
| De Soto 8-LS1, LS2 | Std | N | Opt | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | N | | | | | | | | | | | |
| 8-LS3 | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Dodge 6-LD1, 8-LD2, LD3 | Std | N | Opt | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | N | | | | | | | | | | | |
| Imperial 8-LY1 | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Plymouth 6-LP1 | Std | Opt | Opt | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | P | Y | Y | 25 | .700 | ¾ | N | MP | 80 | 80 | 75 |
| 8-LP2 | Std | Opt | Opt | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | P | Y | Y | 26 | .700 | ¾ | N | MP | 80 | 80 | 75 |
| 8-LP2-H Fury | Std | N | Opt | 3 | 2.31 | 1.55 | 1.00 | 2.96 | ST | 2¾ | MP | 80 | 80 | 75 | N | | | | | | | | | | | |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | Std | Opt | Opt | 3 | 2.49 | 1.59 | 1.00 | 3.15 | ST | 3¼ | MP | 80 | 80 | | P | Y | Y | 28 | .722 | 1¼ | N | MP | 80 | 80 | |
| 8-Corsair, Citation | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Ford 6-All | Std | Opt | Opt | 3 | 2.84 | 1.61 | 1.00 | 3.37 | ST | 3 | ME | 80 | 80 | 80 | P | Y | Y | 28 | .700 | 1¼ | N | ME | 80 | 80 | 80 |
| 8-Custom 300 | Std | Opt | Opt | 3 | 2.40 | 1.49 | 1.00 | 2.86 | ST | 3 | ME | 80 | 80 | 80 | P | Y | Y | 28 | .700 | 1½ | N | ME | 80 | 80 | 80 |
| 8-Fairlane, Fairlane 500 | Std | Opt | Opt | 3 | 2.37 | 1.51 | 1.00 | 2.81 | ST | 3 | ME | 80 | 80 | 80 | P | Y | Y | 28 | .720 | 1½ | N | ME | 80 | 80 | 80 |
| 8-Thunderbird | Std | Opt | Opt | 3 | 2.49 | 1.59 | 1.00 | 3.15 | ST | 3¾ | ME | 80 | 80 | 80 | P | Y | Y | 26 | .722 | ¾ | N | ME | 80 | 80 | 80 |
| Lincoln 8-All | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Mercury 8-Monterey | Std | Opt | Opt | 3 | 2.49 | 1.59 | 1.00 | 3.15 | ST | 3¼ | | 80 | 80 | 80 | P | N | Y | 26 | .720 | 1¼ | N | | 80 | 80 | 80 |
| 8-Montclair, Park Lane | N | N | Std | N | | | | | | | | | | | | | | | | | | | | | | |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | Std | N | Opt | 3 | 2.15 | 1.37 | 1.00 | 2.28 | ST | 2½ | MP | 90 | 90 | 90 | N | | | | | | | | | | | |
| 8-50, 60, 70, 700 | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Cadillac 8-60, 62, 75 | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Chevrolet 6-1100, 1500, 1700 | Std | Opt | Opt | 3 | 2.94 | 1.68 | 1.00 | 2.94 | ST | 2 | MO | 90 | 90 | 80 | P | Y | Y | 27 | .700 | 1 | N | MO | 90 | 90 | 80 |
| 8-1200, 1600, 1800 | Std | Opt | Opt | 3 | 2.47 | 1.53 | 1.00 | 2.80 | ST | 2 | MO | 90 | 90 | 80 | P | Y | Y | 27 | .700 | 1 | N | MO | 90 | 90 | 80 |
| 8-867 | Std | N | Opt | 3 | 2.21 | 1.32 | 1.00 | 2.21 | ST | 2 | MO | 90 | 90 | 80 | N | | | | | | | | | | | |
| Oldsmobile 8-88, S88 | Std | N | Opt | 3 | 2.15 | 1.37 | 1.00 | 2.28 | ST | 2½ | MP | 80 | 80 | 80 | N | | | | | | | | | | | |
| 8-98 | N | N | Std | N | | | | | | | | | | | N | | | | | | | | | | | |
| Pontiac 8-58-25, 58-27, 58-28 | Std | N | Opt | 3 | 2.21 | 1.32 | 1.00 | 2.51 | ST | 2 | EP | 90 | 90 | 90 | N | | | | | | | | | | | |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | N | Opt | Std | 3 | 2.57 | 1.55 | 1.00 | 3.48 | ST | 3¾ | MO | 90 | 90 | 90 | P | Y | Y | 25 | .700 | ¼ | Y | MO | 90 | 90 | 90 |
| 8-58L Hawk | N | Opt | Std | 3 | 2.49 | 1.59 | 1.00 | 3.15 | ST | | MO | 90 | 90 | 90 | P | Y | Y | 25 | .722 | | Y | MO | 90 | 90 | 90 |
| Studebaker 8-58G | Std | Opt | Opt | 3 | 2.61 | 1.63 | 1.00 | 3.54 | ST | 2¼ | MO | 90 | 90 | 90 | P | Y | Y | 25 | .700 | ¾ | Y | MO | 90 | 90 | 90 |
| 8-58B, 58H | Std | Opt | Opt | 3 | 2.57 | 1.55 | 1.00 | 3.48 | ST | 3¾ | MO | 90 | 90 | 90 | P | Y | Y | 25 | .700 | ¾ | Y | MO | 90 | 90 | 90 |
| 8-58H Golden Hawk | N | Std | Opt | 3 | 2.49 | 1.59 | 1.00 | 3.15 | ST | | MO | 90 | 90 | 90 | P | Y | Y | 25 | .722 | | Y | MO | 90 | 90 | 90 |

**ABBREVIATIONS**
**EP**—Extreme pressure.
**ME**—Mild extreme pressure.
**MG**—Mineral gear lubricant.
**MO**—Mineral oil.
**MP**—Multi-purpose gear oil.
**N**—No or none.
**Opt**—Optional.
**P**—Planetary.
**ST**—Second and third.
**Std**—Standard.
**Y**—Yes.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# AUTOMATIC TRANSMISSIONS

| PASSENGER CARS MAKE AND MODEL | TRADE NAME | Type | Method of Selection | SELECTOR PATTERN | GEAR RATIOS: 1st or Low Range | 2nd or Drive Range | 3rd or Intermediate Range | 4th Speed | Reverse | Max. Upshift Speeds—Drive Range (mph) | Max. Kickdown Speeds—Drive Range (mph) | TORQUE CONVERTER: Number of Elements | Max. Ratio at Stall at Engine RPM | Type of Cooling | LUBRICATION: Capacity—Refill (pt.) | Type Recommended |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | Flash-O-Matic | TCG | Lev | P,N,2,1,L,R | 2.40 | 1.47 | 1.00 | | 2.00 | 53 | 69 | 3 | 2.12-1430 | AC | 20 | A |
| 6-5810 | Flash-O-Matic | TCG | PB | R,N,D2,D1,L,P | 2.40 | 1.47 | 1.00 | | 2.00 | 53 | 69 | 3 | 2.12-1430 | AC | 20 | A |
| 8-5820 | Flash-O-Matic | TCG | PB | R,N,D2,D1,L,P | 2.40 | 1.47 | 1.00 | | 2.00 | 51 | 66 | 3 | 2.12-1700 | WC | 20 | A |
| 8-5880 | Flash-O-Matic | TCG | PB | R,N,D2,D1,L,P | 2.40 | 1.47 | 1.00 | | 2.00 | 50 | 68 | 3 | 2.12-1680 | WC | 22 | A |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 81 | 78 | 3 | 2.60-1800 | WC | 21 | A |
| 8-LC2 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 81 | 79 | 3 | 2.60-1980 | WC | 21 | A |
| 8-LC3 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 85 | 81 | 3 | 2.30-2040[3] | WC | 21 | A |
| De Soto 8-LS1 | Power Flite | TCG | PB | R,N,L,D | 1.72 | 1.00 | | | 2.39 | 60 | 53 | 3 | 2.30-1875[4] | WC | 20 | A |
| 8-LS1 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 73 | 70 | 3 | 2.30-1875[4] | WC | 21 | A |
| 8-LS2 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 78 | 74 | 3 | 2.30-1920[5] | WC | 21 | A |
| 8-LS3-H | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 78 | 74 | 3 | 2.30-1930[5] | WC | 21 | A |
| 8-LS3-S | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 78 | 74 | 3 | 2.30-1880[6] | WC | 21 | A |
| Dodge 6-LD1 | Power Flite | TCG | PB | R,N,L,D | 1.72 | 1.00 | | | 2.39 | 53 | 45 | 3 | 2.60-1330 | AC | 20 | A |
| 8-LD2-L | Power Flite | TCG | PB | R,N,L,D | 1.72 | 1.00 | | | 2.39 | 60 | 52 | 3 | 2.70-1655 | AC | 20 | A |
| 8-LD2-L | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 76 | 73 | 3 | 2.70-1700 | AC | 18 | A |
| 8-LD2-M | Power Flite | TCG | PB | R,N,L,D | 1.72 | 1.00 | | | 2.39 | 60 | 52 | 3 | 2.70-1710 | AC | 20 | A |
| 8-LD2-M | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 76 | 73 | 3 | 2.70-1925 | AC | 18 | A |
| 8-LD3 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 76 | 73 | 3 | 2.30-1875[4] | WC | 21 | A |
| Imperial 8-LY1 | Torque Flite | TCG | PB | N,D,R,2,1 | 2.45 | 1.45 | 1.00 | | 2.20 | 86 | 83 | 3 | 2.30-2040[7] | WC | 21 | A |
| Plymouth 8-LP1 | Power Flite | TCG | PB | R,N,L,D | 1.72 | 1.00 | | | 2.39 | 53 | 45 | 3 | 2.60-1330 | AC | 20 | A |
| 8-LP2 | Power Flite | TCG | PB | R,N,L,D | 1.72 | 1.00 | | | 2.39 | 59 | 61 | 3 | 2.70-1640 | AC | 20 | A |
| 8-LP2 | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 75 | 70 | 3 | 2.70-1845 | AC | 18 | A |
| 8-LP2-H Fury | Torque Flite | TCG | PB | R,1,N,2,D | 2.45 | 1.45 | 1.00 | | 2.20 | 75 | 70 | 3 | 2.70-1810[8] | AC | 16 | A |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | Edsel | TCG | Lev | P,R,N,DR,Lo | 2.40 | 1.46 | 1.00 | | 2.00 | 45 | 67 | 3 | 1.90-1710 | WC | 23¾ | A |
| 8-Corsair, Citation | Edsel | TCG | PB | P,R,N,DR,Lo | 2.37 | 1.48 | 1.00 | | 1.84 | 45 | 67 | 3 | 2.10-1710 | WC | 25 | A |
| Ford 6-All | Fordomatic | TCG | Lev | P,R,N,Dr,Lo | 2.00 | 1.47 | 1.00 | | 2.00 | 65 | 61 | 3 | 2.10-1470 | AC | 21½ | A |
| 8-Custom 300 | Fordomatic | TCG | Lev | P,R,N,Dr,Lo | 2.40 | 1.47 | 1.00 | | 2.00 | 70 | 66 | 3 | 2.10-1530 | WC | 20 | A |
| 8-Fairlane, Fairlane 500 | Cruise-O-Matic | TCG | Lev | P,R,N,D1,D2,Lo | 2.40 | 1.47 | 1.00 | | 2.00 | 75 | 69 | 3 | 1.90-1600 | WC | 23 | A |
| 8-Thunderbird | Fordomatic | TCG | Lev | P,R,N,Dr,L | 2.40 | 1.47 | 1.00 | | 2.00 | 70 | 68 | 3 | 1.90-1590 | WC | 21 | A |
| 8-Thunderbird | Dual Range | TCG | Lev | P,R,N,D2,D1,L | 2.40 | 1.47 | 1.00 | | 2.00 | 75 | 71 | 3 | 1.90-1590 | WC | 21 | A |
| Lincoln 8-All | Turbo-Drive | TCG | Lev | P,R,N,Dr,Lo | 2.37 | 1.48 | 1.00 | | 1.84 | 75 | 72 | 3 | 2.10-1800 | WC | 21 | A |
| Mercury 8-Monterey, Montclair | Merc-O-Matic | TCG | PB | DH,NS,R,BR | 2.40 | 1.46 | 1.00 | | 2.00 | 74 | 66 | 3 | -1C80 | WC | 21 | A |
| 8-Park Lane | Multi-Drive | TCG | PB | HP,CH-NS,R,BR | 2.37 | 1.48 | 1.00 | | 1.84 | 74 | 66 | 3 | -1770 | WC | 23 | A |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | |
| Buick 8-40, 50, 60 | Dynaflow | TCG | Lev | P,N,D,L,R | 1.82 | 1.00 | | | 1.82 | No | No | 5 | 3.50-3100 | WC | 24 | A |
| 8-70, 700 | Dynaflow | TCG | Lev | P,R,N,D,G | | 4.50 | | | 4.10 | No | No | 5 | 4.50-3200 | WC | 25 | A |
| Cadillac 8-60, 62, 75 | Hydra-Matic | FCG | Lev | P,N,Dr1,Dr2,Lo,R | 3.97 | 2.55 | 1.55 | 1.00 | 3.74 | 79 | 71 | No | | WC | 23 | A |
| Chevrolet 8-1100, 1500, 1700 | Powerglide | TCG | Lev | P,R,N,D,L | 1.82 | 1.82 | 1.00 | | 1.82 | 53 | 50 | 3 | 2.10- | WC | 9 | A |
| 8-1200, 1600, 1800 | Powerglide | TCG | Lev | P,R,N,D,L | 1.82 | 1.82 | 1.00 | | 1.82 | 55 | 50 | 3 | 2.10- | WC | 9 | A |
| 8-1200, 1600, 1800 | Turboglide | TCG | Lev | P,R,N,D,GR | 2.67 | 1.63 | 1.00 | | | 60 | 60 | 5 | 4.20- | WC | 4 | A |
| 8-867 | Powerglide | TCG | Lev | P,R,N,D,L | 1.82 | 1.82 | 1.00 | | 1.82 | 55 | 50 | 3 | 2.10- | AC | 22 | A |
| Oldsmobile 8-88, S88, 98 | Hydra-Matic | FCG | Lev | P,N,D,S,L,R | 3.97 | 2.55 | 1.55 | 1.00 | 3.74 | 73 | 68 | No | | | 22 | A |
| Pontiac 8-58-25, 58-27, 58-28 | Hydra-Matic | FCG | Lev | P,N,DR1,DR2,Lo,R | 3.97 | 2.55 | 1.55 | 1.00 | 3.74 | 70 | 65 | No | | WC | 18½ | A |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | |
| Packard 8-58L | Flightomatic | TCG | Lev | P,N,D,L,R | 2.40 | 1.47 | 1.00 | | 3.00 | 68 | 65 | 3 | 2.15-1800 | AC | 18 | A |
| 8-58L Hawk | Flightomatic | TCG | Lev | P,N,D,L,R | 2.40 | 1.47 | 1.00 | | 2.00 | 70 | 65 | 3 | 2.15-1800 | AW | 19 | A |
| Studebaker 6-58G | Flightomatic | TCG | Lev | P,N,D,L,R | 2.40 | 1.47 | 1.00 | | 2.10 | 59 | 55 | 3 | 2.15-1500 | AC | 18 | A |
| 8-58B | Flightomatic | TCG | Lev | P,N,D,L,R | 2.40 | 1.47 | 1.00 | | 2.00 | 68 | 65 | 3 | 2.15-1600 | AC | 18 | A |
| 8-58H | Flightomatic | TCG | Lev | P,N,D,L,R | 2.40 | 1.47 | 1.00 | | 2.00 | 68 | 65 | 3 | 2.15-1800 | AC | 18 | A |
| 8-58H Golden Hawk | Flightomatic | TCG | Lev | P,N,D,L,R | 2.40 | 1.47 | 1.00 | | 2.00 | 70 | 65 | 3 | 2.15-1800 | AW | 19 | A |

**ABBREVIATIONS**

1—Complete drive range.
2—Second gear starting drive range.
3—Early cars only; late cars, LC3-H, 2.20-1925; LC3-S, 2.20-1895.
4—Early cars only; late cars, 2.20-1775.
5—Early cars only; late cars, 2.20-1830.
6—Early cars only; late cars, 2.20-1790.
7—Early cars only; late cars, 2.20-1925.
8—Early cars only; late cars, 2.20-1851.
**A**—Automatic transmission fluid, type "A."
**AC**—Air cooled.
**AW**—Air and wafer cooled.
**BR**—Brake release.
**CH**—Cruising—hill control.
**D** or **Dr** or **DR**—Drive range.
**D1**—Complete drive range.
**D2**—Second gear starting drive range.
**DH**—Drive—hill control.
**FCG**—Fluid coupling with planetary gears.
**GR**—Grade retard.
**HP**—High performance.
**L** or **Lo** or **LO**—Low range.
**Lev**—Lever.
**N**—Neutral.
**No**—No or none.
**NS**—Neutral-start switch.
**P**—Park.
**PB**—Push button.
**R**—Reverse.
**S**—Super.
**TCG**—Torque converter with planetary gears.
**WC**—Water cooled.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# PROPELLER SHAFT, AND REAR AXLE

| PASSENGER CAR MAKE AND MODEL | PROPELLER SHAFT | | | | | | | | | | REAR AXLE | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Intermediate Bearing | | Universals | | | | | | | | | | Gearing | | | | | | Ring Gear | | | | | |
| | | | | | | | | Bearing | | | | | | | Standard Ratios | | | No. of Teeth—Ring and Pinion | | | | | | | |
| | Number Used | Type | Type | Lubrication | Make | Number Used | Type | Type | Lubrication | Drive and Torque Taken Through | Type | Gear Type | Drive Pinion Offset | Number of Differential Pinions | Automatic (to 1) | Overdrive (to 1) | Manual (to 1) | Automatic | Overdrive | Manual (to 1) | Pitch Diameter (In.) | Outside Diameter (In.) | Pinion Adjustment | Pinion Bearing Adjustment | Wheel Bearing Type | Lubricant Capacity (Pt.) |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | 1 | Ex | N | ..... | M-U | 2 | Cr | AF | P | RS | SF | Hy | 1.50 | 1 | 3.31 | 4.11 | 3.78 | 13-43 | 9-37 | 9-34 | 7.50 | 7.54 | Sh | Sh | C-R | 3 |
| 6-5810 | 1 | TT | AF | P | Mec | 1 | Cr | AF | P | TT | SF | Hy | 1.50 | 1 | 3.31 | 4.38 | 3.78 | 13-43 | 8-35 | 9-34 | 7.50 | 7.54 | Sh | Sh | C-R | 3 |
| 6-5820 | 1 | TT | AF | P | M-U | 1 | Cr | AF | P | TT | SF | Hy | 1.50 | 1 | 3.55 | 4.44 | 4.10 | 11-39 | 9-40 | 10-41 | 8.75 | 8.81 | Sh | Sh | C-R | 4 |
| 6-5880 | 1 | TT | AF | P | M-U | 1 | Cr | AF | P | TT | SF | Hy | 1.50 | 1 | 3.15 | 4.10 | 4.10 | 13-41 | 10-41 | 10-41 | 8.75 | 8.81 | Sh | Sh | C-R | 4 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 2.93 | N | 3.73 | 14-41 | N | 11-41 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LC2, LC3-H | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 2.93 | N | N | 14-41 | N | N | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LC3-S | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 3.31 | N | 3.31 | 13-43 | N | 13-43 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| De Soto 8-LS1 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | Fcr | RS | SF | Hy | 1.50 | 2 | 3.31[1] | N | 3.54 | 13-43[1] | N | 11-39 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LS2 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | Fcr | RS | SF | Hy | 1.50 | 2 | 3.15 | N | 3.54 | 13-41 | N | 11-39 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LS3-H | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 3.15 | N | N | 13-41 | N | N | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LS3-S | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 3.31 | N | N | 13-43 | N | N | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| Dodge 6-LD1 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | Fcr | RS | SF | Hy | 1.50 | 2 | 3.73 | N | 3.90 | 11-41 | N | 11-43 | 8.25 | 8.25 | SS | Sh | TR | 3½ |
| 8-LD2-L | 1 | Ex | N | ..... | Own | 2 | B-C | AF | Fcr | RS | SF | Hy | 1.50 | 2 | 3.31[1] | N | 3.54 | 13-43[1] | N | 11-39 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LD2-M | 1 | Ex | N | ..... | Own | 2 | B-C | AF | Fcr | RS | SF | Hy | 1.50 | 2 | 3.15 | N | 3.54 | 13-41 | N | 11-39 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LD3 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | Fcr | RS | SF | Hy | 1.50 | 2 | 3.15 | N | 3.31 | 13-41 | N | 13-43 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| Imperial 8-LY1 | 1 | Ex | AF | P | Own | 3 | Cr | AF | P | Rss | SF | Hy | 1.50 | 2 | 2.93 | N | N | 14-41 | N | N | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| Plymouth 6-LP1 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 3.73 | 4.10 | 3.73 | 11-41 | 10-41 | 11-41 | 8.25 | 8.25 | SS | Sh | TR | 3½ |
| 8-LP2 | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 3.31[1] | 3.91 | 3.54 | 13-43[1] | 11-43 | 11-39 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| 8-LP2-H Fury | 1 | Ex | N | ..... | Own | 2 | B-C | AF | P | RS | SF | Hy | 1.50 | 2 | 3.31 | N | 3.54 | 13-43 | N | 11-39 | 8.75 | 8.75 | SS | Sh | TR | 3½ |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 6-Ranger, Pacer | 1 | Ex | N | ..... | Spi | 2 | Cr | NR | F | RS | ..... | Hy | 2.25 | 2 | 2.91 | 3.70 | 3.56 | 11-32 | 10-37 | 9-32 | 8.75 | 8.75 | Sh | Sh | Ba | 5 |
| 6-Corsair, Citation | 1 | Ex | N | ..... | Spi | 2 | Cr | NR | F | RS | ..... | Hy | 2.25 | 2 | 2.91 | N | N | 11-32 | N | N | 9.00 | 9.00 | Sh | Sh | Ba | 5 |
| Ford 6-All | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | 2.25 | 2 | 3.56 | 3.70 | 3.70 | ..... | ..... | ..... | 8.75 | 8.75 | Sh | Sh | Ba | 5½ |
| 8-Custom 300 | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | 2.25 | 2 | 3.10 | 3.70 | 3.56 | ..... | ..... | ..... | 8.75 | 8.75 | Sh | Sh | Ba | 5½ |
| 8-Fairlane, Fairlane 500 | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | 2.25 | 2 | 2.91[2] | 3.56 | 3.56 | ..... | ..... | ..... | 8.75 | 8.75 | Sh | Sh | Ba | 5½ |
| 8-Thunderbird | 1 | Ex | N | ..... | Spi | 2 | Cr | NR | F | UT | SF | Hy | 2.25 | 2 | 3.10 | 3.70 | 3.70 | ..... | ..... | ..... | 8.75 | 8.75 | Sh | CF | Ba | 5½ |
| Lincoln 8-All | 1 | Ex | N | ..... | Spi | 2 | Cr | NR | F | Tas | SF | ..... | 2.38 | 2 | 2.87 | N | N | 15-43 | N | N | 9.38 | 9.38 | Sh | Sh | Ba | 4 |
| Mercury 8-Monterey | 1 | Ex | N | ..... | Spi | 2 | Cr | NB | F | RS | SF | Hy | 2.25 | 2 | 2.69 | 3.56 | 3.56 | 13-35 | 9-32 | 9-32 | 9.00 | 9.00 | Sh | Sh | Ba | 5 |
| 8-Montclair | 1 | Ex | N | ..... | Spi | 2 | Cr | NB | F | RS | SF | Hy | 2.25 | 2 | 2.69 | N | N | 13-35 | N | N | 8.75 | 8.75 | Sh | Sh | Ba | 5 |
| 8-Park Lane | 1 | Ex | N | ..... | Spi | 2 | Cr | NB | F | RS | SF | Hy | 2.25 | 2 | 2.91 | N | N | 11-32 | N | N | 9.00 | 9.00 | Sh | Sh | Ba | 5 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | 2 | TT | Ba | P | S-SS | 2 | Cr | P-A | T-P | TT | SF | ..... | 1.75 | 2 | 3.23 | N | 3.58 | 13-42 | N | 12-43 | 9.38 | 9.38 | Sh | Sh | Ba | 6 |
| 8-50, 60, 70, 700 | 2 | TT | Ba | P | S-SS | 2 | Cr | P-A | T-P | TT | SF | ..... | 1.75 | 2 | 3.23 | N | N | 13-42 | N | N | 9.38 | 9.38 | Sh | Sh | Ba | 6 |
| Cadillac 8-60, 62, 75 | 2 | Ex | AF | P | M-S-S | 3 | CT | NB | P | L | SF | ..... | 1.75 | 2 | 3.07[3] | N | N | ..... | N | N | 9.38 | 9.38 | N | CS | Ba | 5 |
| Chevrolet 6, 8-All | 2 | Ex | AF | P | Own | 3 | YS | AF | P | LC | SF | ..... | 1.50 | 2 | 3.36 | 4.11 | 3.55 | 11-37 | 9-37 | 9-32 | 8.38 | 8.38 | Sh | N | Ba | 4 |
| 8-867 | 1 | Ex | N | ..... | Own | 2 | YS | AF | F | RS | SF | Hy | 1.50 | 2 | 3.55 | N | 3.70 | 9-32 | N | 10-37 | 8.38 | 8.38 | Sh | N | Ba | 4 |
| Oldsmobile 8-88 | 2 | Ex | AF | P | Sag | 3 | Cr | NB | P | RS | SF | Hy | 1.75 | 2 | 3.07 | N | 3.64 | 13-40 | N | 11-40 | 9.25 | 9.30 | Sh | SN | Ba | 5¼ |
| 8-S88 | 2 | Ex | AF | P | Sag | 3 | Cr | NB | P | RS | SF | Hy | 1.75 | 2 | 3.23 | N | 3.64 | 13-42 | N | 11-40 | 9.25 | 9.30 | Sh | SN | Ba | 5¼ |
| 8-98 | 2 | Ex | AF | P | Sag | 3 | Cr | NB | P | RS | SF | Hy | 1.75 | 2 | 3.42 | N | N | 12-41 | N | N | 9.25 | 9.30 | Sh | SN | Ba | 5¼ |
| Pontiac 8-58-25, 58-27, 58-28 | 2 | Ex | Ba | P | Sag | 3 | Cr | AF | P | A | SF | Hy | 1.75 | 2 | 3.23 | N | 3.42 | 13-42 | N | 12-41 | 9.25 | 9.27 | Sh | CS | Ba | 5½ |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L, 58L Hawk | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | ..... | 2 | 3.31 | 4.09 | N | 13-43 | 11-45 | N | 8.52 | 8.52 | Sh | Sh | TR | 3 |
| Studebaker 6-58G | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | ..... | 2 | 3.54 | 4.56[4] | 4.10[4] | 13-46 | 9-41[4] | 10-41[4] | 7.77 | 7.77 | Sh | Sh | TR | 2½ |
| 8-58B | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | ..... | 2 | 3.31 | 3.73 | 3.54 | 13-43 | 11-41 | 13-46 | 8.52 | 8.52 | Sh | Sh | TR | 3 |
| 8-58H | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | ..... | 2 | 3.31 | 3.92 | 3.54 | 13-43 | 12-47 | 13-46 | 8.52 | 8.52 | Sh | Sh | TR | 3 |
| 8-56L Golden Hawk | 1 | Ex | N | ..... | Spi | 2 | Cr | AF | P | RS | SF | Hy | ..... | 2 | 3.31 | 4.09 | N | 13-43 | 11-45 | N | 8.52 | 8.52 | Sh | Sh | TR | 3 |

**ABBREVIATIONS**

[1]—Power Flite only; Torque Flite, 3.15 (13-41);.
[2]—Fordomatic only; Cruise-O-Matic, 2.69.
[3]—Eldorado models, 3.36.
[4]—Scotsman models, 3.54 (13-46).
**A**—Arms. **AF**—Anti-friction. **Ba**—Ball. **B-C**—Ball and trunnion in front and cross in rear. **CF**—Companion flange nut torque adjustment. **Cr**—Cross. **C-R**—Conic and roller. **CS**—Collapsible spacer. **CT**—Cross and trunnion. **Ex**—Exposed. **F**—Fittings. **Fcr**—Front, clean and repack; rear, prepacked. **Hy**—Hypoid. **L**—Links. **LC**—Lower control arms. **Mec**—Mechanics. **M-S-S**—Mechanics, Saginaw or Spicer. **M-U**—Mechanics or Universal. **N**—No or none. **NB**—Needle bearings. **NR**—Needle rollers. **P**—Prepacked. **P-A**—Front, plain; rear, anti-friction. **RS**—Rear springs. **Rss**—Rear springs and struts. **Sag**—Saginaw Steering Gear. **SF**—Semi-floating. **Sh**—Shim. **SN**—Spacer and nut. **Spi**—Spicer. **SS**—Solid shim (washer). **S-SS**—Front, Saginaw; rear, Saginaw or Spicer. **Tas**—Trailing arms and springs. **T-P**—Front, by transmission; rear, prepacked. **TR**—Tapered roller. **TT**—Torque tube. **UT**—Upper torque links. **YS**—Yoke and spider.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# TIRES AND BRAKES

| PASSENGER CAR MAKE AND MODEL | TIRES | | SERVICE BRAKES | | | | | | | | | | | | | | | | | | | | | | PARKING BRAKES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Drum | | | Brake Lining | | | | | | | | | Wheel Cylinder Bore | | | | | | | | |
| | | | | | | | | Diameter | | | Front Shoe | | | | Rear Shoe | | | | | | | | | | | | |
| | Rev. per Mile at 30 mph | Tire Size | Type | Power Brake Type | Effective Area (sq. in.) | Percent Brake Effectiveness—Front | Type and Material | Front | Rear | Bonded or Riveted | Material | Size (length-width-thickness) Front Wheel | Size (length-width-thickness) Rear Wheel | Segments per Shoe | Material | Size (length-width-thickness) Front Wheel | Size (length-width-thickness) Rear Wheel | Segments per Shoe | Front | Rear | Master Cylinder Bore | Available Pedal Travel | Line Pressure at 100 lb. Pedal Load | Shoe Clearance Adjustment | Type of Control | Location of Control | Operates on |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | 790.0 | 5.90/15 | Hyd | N | 139.4 | 60.2 | CIA | 9 | 9 | Riv | MA | 7⅝x2x⅜ | 7⅝x2x⅜ | 1 | MA | 9⅜x2x⅜ | 9⅜x2x⅜ | 1 | 1 | 1 | 1 | 7/8 | 825 | .015 | H | UL | RB |
| 6-5810 | 765.0 | 6.40/15 | Hyd | Vac | 150.2 | 60.2 | CIA | 9 | 9 | Riv | MA | 7⅞x2½x⅜ | 7⅝x2x⅜ | 1 | MA | 9⅜x2½x⅜ | 9⅜x2x⅜ | 1 | 1 | 1 | 1 | 6½ | 785 | .015 | FO[1] | UL | RB |
| 6-5820 | 775.0 | 7.50/14 | Hyd | Vac | 158.9 | 62.4 | CIS | 10 | 10 | Riv | MA | 8⅜x2x⅜ | 8⅜x1¾x⅜ | 1 | MA | 11⅛x2½x⅜ | 10⅜x1¾x⅜ | 1 | 1⅛ | 7/8 | 1 | 6½ | 785 | .015 | FO | UL | RB |
| 6-5880 | 765.0 | 8.00/14 | Hyd | Vac | 158.9 | 62.4 | CIS | 10 | 10 | Riv | MA | 8⅜x2x⅜ | 8⅜x1¾x⅜ | 1 | MA | 11⅛x2½x⅜ | 10⅜x1¾x⅜ | 1 | 1⅛ | 7/8 | 1 | 6½ | 785 | .015 | FO | UL | RB |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | 760.0 | 8.00/14 | Hyd | Vac | 230.0 | 60.0 | Cen | 11 | 11 | Bon | MA | 11½x2½x⅜ | 11½x2½x⅜ | 1 | MA | 11½x2½x⅜ | 11½x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LC2 | 747.0 | 8.50/14 | Hyd | Vac | 251.0 | 60.0 | Cen | 12 | 12 | Bon | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LC3-H | 732.0 | 9.00/14 | Hyd | Vac | 251.0 | 60.0 | Cen | 12 | 12 | Bon | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LC3-S | 732.0 | 9.00/14 | Hyd | Vac | 251.0 | 60.0 | Cen | 12 | 12 | Bon | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 4⅝ | 1210 | NMA | TH | UL | TS |
| De Soto 8-LS1 | 760.0 | 8.00/14 | Hyd | Vac | 230.0 | 60.0 | Com | 11 | 11 | Bon | MA | 11½x2½x⅜ | 11½x2½x⅜ | 1 | MA | 11½x2½x⅜ | 11½x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LS2, LS3-H | 747.0 | 8.50/14 | Hyd | Vac | 251.0 | 60.0 | Cen | 12 | 12 | Bon | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LS3-S | 747.0 | 8.50/14 | Hyd | Vac | 251.0 | 60.0 | Cen | 12 | 12 | Bon | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 4⅝ | 1150 | NMA | TH | UL | TS |
| Dodge 6-LD1, 8-LD2-L | 776.0 | 7.50/14 | Hyd | Vac | 207.0 | 60.0 | Com | 11 | 11 | Bon | MA | 11½x2½x⅜ | 11½x2x⅜ | 1 | MA | 11½x2½x⅜ | 11½x2x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LD2-M, LD3 | 760.0 | 8.00/14 | Hyd | Vac | 207.0 | 60.0 | Com | 11 | 11 | Bon | MA | 11½x2½x⅜ | 11½x2x⅜ | 1 | MA | 11½x2½x⅜ | 11½x2x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| Imperial 8-LY1 | 719.0 | 9.50/14 | Hyd | Vac | 251.0 | 60.0 | Cen | 12 | 12 | Bon | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | MA | 12⅜x2½x⅜ | 12⅜x2½x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 4⅝ | 1210 | NMA | FO | UL | TS |
| Plymouth 6-LP1, 8-LP2 | 775.0 | 7.50/14 | Hyd | Vac | 184.0 | 60.0 | Cen | 11 | 11 | Bon | MA | 11½x2x⅜ | 11½x2x⅜ | 1 | MA | 11½x2x⅜ | 11½x2x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| 8-LP2-H Fury | 760.0 | 7.50/14 | Hyd | Vac | 184.0 | 60.0 | Cen | 11 | 11 | Bon | MA | 11½x2x⅜ | 11½x2x⅜ | 1 | MA | 11½x2x⅜ | 11½x2x⅜ | 1 | 1⅛ | 1⅛ | 1⅛ | 6 | 650 | NMA | TH | UL | TS |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | 774.0 | 8.00/14 | Hyd | Vac | 173.0 | 60.6 | PSD | 11 | 11 | Riv | MA | 9⅞x2½x⅜ | 9⅞x2x⅜ | 1 | MA | 11⅛x2½x⅜ | 11⅛x2x⅜ | 1 | 1⅛ | 1 | 1 | 6½ | 700 | .010 | FO | UL | RB |
| 8-Corsair, Citation | 747.0 | 8.50/14 | Hyd | Vac | 205.3 | 60.6 | PSD | 11 | 11 | Riv | MA | 9⅞x3x⅜ | 9⅞x2x⅜ | 1 | MA | 11⅛x3x⅜ | 11⅛x2x⅜ | 1 | 1⅛ | 1 | 1 | 5¾ | 720 | .010 | FO | UL | RB |
| Ford 6, 8-All | 784.0 | 7.50/14 | Hyd | Vac | 180.2 | 38.0 | Com | 11 | 11 | Riv | MA | 10⅝x2½x⅜ | 10⅝x1¾x⅜ | 1 | MA | 11⅛x2¼x⅜ | 11⅛x1¾x⅜ | 1 | 1⅛ | 7/8 | 1 | 6½ | 725 | .010 | TH | UL | RB |
| 8-Thunderbird | 772.0 | 8.00/14 | Hyd | Vac | 194.0 | 62.0 | PSD | 11 | 11 | Riv | | 10⅛x2½x⅜ | 10⅛x2x⅜ | 1 | | 10⅞x2½x⅜ | 10⅛x2x⅜ | 3 | 1⅛ | 7/8 | 1 | 7 | 700 | .006 | TH | UL | RB |
| Lincoln 8-All | 742.0 | 9.00/14 | Hyd | Vac | 262.0 | 57.7 | Com | 11 | 11 | Riv | MA | 9⅜x3½x⅜ | 9⅜x3½x⅜ | 1 | MA | 11⅛x3½x⅜ | 11⅛x3½x⅜ | 1 | 1⅛ | 11/16 | 11/16 | 4¾ | 1150 | ADB | FT | UL | RB |
| Mercury 8-Monterey, Montclair | 785.0 | 8.00/14 | Hyd | Vac | 205.2 | 57.0 | PSD | 11 | 11 | Riv | MA | 9⅞x3x⅜ | 9⅞x2½x⅜ | 1 | MA | 11⅛x3x⅜ | 11⅛x2½x⅜ | 1 | 1⅛ | 11/16 | 1 | 5¾ | 700 | .012 | FO | UL | RB |
| 8-Park Lane | 749.0 | 8.50/14 | Hyd | Vac | 205.2 | 57.0 | PSD | 11 | 11 | Riv | MA | 9⅞x3x⅜ | 9⅞x2½x⅜ | 1 | MA | 11⅛x3x⅜ | 11⅛x2½x⅜ | 1 | 1⅛ | 11/16 | 11/16 | 4¾ | 1050 | .012 | FO | UL | RB |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40 | 750.0 | 7.10/15 | Hyd | .... | 160.0 | 55.9 | CCI | 12 | 12 | Riv | ME | 10⅛x2½x⅜ | 10⅛x2¼x⅜ | 1 | ME | 12⅛x2½x⅜ | 12⅛x2¼x⅜ | 1 | 1⅛ | 1 | 1 | 6¾ | 600 | .015 | FO | UL | RB |
| 8-50, 60 | 735.0 | 7.60/15 | Hyd | .... | 160.0 | 55.9 | ACC | 12 | 12 | Riv | ME | 10⅛x2½x⅜ | 10⅛x2¼x⅜ | 1 | ME | 12⅛x2½x⅜ | 12⅛x2¼x⅜ | 1 | 1⅛ | 1 | 1 | 6¾ | 600 | .015 | FO | UL | RB |
| 8-70, 700 | 723.0 | 8.00/15 | Hyd | .... | 160.0 | 55.9 | ACC | 12 | 12 | Riv | ME | 10⅛x2½x⅜ | 10⅛x2¼x⅜ | 1 | ME | 12⅛x2½x⅜ | 12⅛x2¼x⅜ | 1 | 1⅛ | 1 | 1 | 6¾ | 600 | .015 | FO | UL | RB |
| Cadillac 8-60, 62 | 711.0[2] | 8.00/15 | Hyd | Vac | 210.3 | .... | CRC | 12 | 12 | Riv | MA | 10⅛x2½x⅜ | 10⅛x2½x⅜ | .... | MA | 12⅛x2½x⅜ | 12⅛x2½x⅜ | 2 | 1⅛ | 1 | .... | 4½ | 930 | .010[3] | FO | UL | RB |
| 8-75 | 711.0[2] | 8.00/15 | Hyd | Vac | 233.7 | .... | CRC | 12 | 12 | Riv | MA | 12⅛x2½x⅜ | 12⅛x2½x⅜ | .... | MA | 12⅛x2½x⅜ | 12⅛x2½x⅜ | 2 | 1⅛ | 1 | .... | 4½ | 930 | .010[3] | FO | UL | RB |
| Chevrolet 6, 8-All | 784.0 | 7.50/14 | Hyd | Vac | 157.0 | 56.0 | CRA | 11 | 11 | Bon | MA | 9½x2x⅜ | 9⅛x1¾x⅜ | 1 | MA | 11⅛x2x⅜ | 11⅛x1¾x⅜ | 1 | 1⅛ | 1 | 1 | 6¾ | 460 | ALD | FO | UL | RB |
| 8-867 | 755.0 | 6.70/15 | Hyd | N | 157.0 | 56.0 | CRA | 11 | 11 | Bon | MA | 9½x2x⅜ | 9⅛x1¾x⅜ | 1 | MA | 11⅛x2x⅜ | 11⅛x1¾x⅜ | 1 | 1⅛ | 1 | 1 | 4½ | 700 | ALD | TH | UL | RB |
| Oldsmobile 8-88, S88, 98 | 735.0 | 8.50/14 | .... | .... | 191.7 | 44.0 | CIC | 11 | 11 | Riv | .... | 9⅝x2½x⅜ | 9⅝x2x⅜ | 1 | .... | 12⅞x2½x⅜ | 12⅞x2x⅜ | 1 | 1⅞ | 11/16 | 1 | 6½ | 735 | .015 | FO | UL | RB |
| Pontiac 8-56-25, 58-27, 58-28 | 754.0 | 8.00/14 | Hyd | Vac | 178.0 | 57.5 | SBC | 12 | 11 | Riv | MA | 10⅛x2½x⅜ | 9⅛x1¾x⅜ | 1 | MA | 12⅛x2½x⅜ | 11⅛x1¾x⅜ | 1 | 1⅛ | 1 | 1 | 6 | 620 | .015 | FO | UL | RB |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L, 58L Hawk | 769.0 | 8.00/14 | Hyd | Vac | 172.4 | 62.0 | Com | 11 | 10 | Riv | .... | 9⅜x2½x⅜ | 8⅛x2x⅜ | 1 | .... | 11⅛x2½x⅜ | 10⅛x2x⅜ | 1 | 1⅛ | 7/8 | 1 | 4 | 890 | .007 | H | RS | RB |
| Studebaker 6-58G | 771.0 | 6.40/15 | Hyd | Vac | 147.4 | 62.0 | Com | 10 | 9 | Riv | .... | 8⅛x2x⅜ | 7⅞x2x⅜ | 1 | .... | 10⅛x2x⅜ | 9⅝x2x⅜ | 1 | 1 | .... | 1 | 6 | 890 | .007 | H | RS | RB |
| 8-58B | 780.0 | 7.50/14 | Hyd | Vac | 172.4 | 62.0 | Com | 11 | 10 | Riv | .... | 9⅜x2½x⅜ | 8⅛x2x⅜ | 1 | .... | 11⅛x2½x⅜ | 10⅛x2x⅜ | 1 | 1⅛ | 7/8 | 1 | 6 | 890 | .007 | H | RS | RB |
| 8-58H, 58H Golden Hawk | 769.0 | 8.00/14 | Hyd | Vac | 172.4 | 62.0 | Com | 11 | 10 | Riv | .... | 9⅜x2½x⅜ | 8⅛x2x⅜ | 1 | .... | 11⅛x2x⅜ | 10⅛x2x⅜ | 1 | 1⅛ | 7/8 | 1 | 6 | 890 | .007 | H | RS | RB |

**ABBREVIATIONS**

1—Cane handle on Deluxe models.
2—Firestone only; U. S., 720.0; Goodrich, 717.0.
3—Top only; bottom, .015.
**ACC**—Front, aluminum shell with cast iron liner; rear, centrifugally cast, cast iron.
**ADB**—Adjust to drag, back off 12 to 14 notches.
**ALD**—Adjust to light drag and back off 7 notches.
**Bon**—Bonded.
**CCI**—Centrifugally cast, cast iron.
**Cen**—Centrifuse. **CIA**—Cast iron alloy.
**CIC**—Cast iron and steel centrifuse.
**CIS**—Cast iron alloy with steel flange.
**Com**—Composite.
**CRA**—Composite rim, cast alloy iron; web, pressed steel.
**CRC**—Composite ribbed cast iron.
**FO**—Foot operated, hand release.
**FT**—Foot operated with toe release.
**H**—Handle.
**Hyd**—Hydraulic, internal expanding.
**MA**—Molded asbestos.
**ME**—Molded-extruded.
**N**—No or none.
**NMA**—No major adjustment required.
**PSD**—Pressed steel disc, fused to cast iron rim.
**RB**—Rear service brakes.
**Riv**—Riveted.
**RS**—Right of steering column.
**SBC**—Steel backed centrifugally cast alloy iron.
**TH**—"T" handle, multiple pawl ratchet.
**TS**—Transmission output shaft.
**UL**—Under instrument panel, left of steering column.
**Vac**—Vacuum.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# FRONT SUSPENSION AND STEERING

| PASSENGER CAR MAKE AND MODEL | FRONT SUSPENSION | | | | | | | | | | | STEERING | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Spring | | | | | | Shock Absorbers | | | | | | | Turning Diameter | | | Mechanical | | | | | Power | | | | | | Linkage | | | |
| | | | Size | | | | | | | | | | | | | | | Gear | | | | | | Gear | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | Ratios (to-1) | | | | | Ratios (to-1) | | | | | | |
| | Type | Type | Coil Height or Bar Length | Coil I. D. or Bar Diameter | Spring Rate (lb. per in.) | Rate at Wheel (lb. per in.) | Design Load (lb. @ design height) | Make | Type | Piston Diam. (in.) | Stabilizer—Type | Type | Wheel Diameter | Wall to Wall (outside front) | Curb to Curb (outside front) | Outside Wheel Angle with Inside Wheel at 20 Degrees | Type | Make | Gear | Over-all | Type | Make | Type | Gear | Over-all | Pump Driven by | Type | Location | Drag Link | Tie Rods |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | IDA | Co | 10⅜ | 3½ | 110 | 109 | 755-10⅜ | Mon | D | 1 | N | Mec | 17 | 37'11" | 35'7" | 17.7 | WR | Gem | 20.4 | 22.0 | N | | | | | | BS | F | Tr | 2 |
| 6-5810 | IDA | Co | 8⅝ | 5 | 110L | 93½L | 960L-8⅝ | Mon | D | 1 | N | Mec | 17 | 39'4½" | 37'3" | 17.3 | RB | Sag | 20.0 | 23.0 | Lk | Mon | RB | 20.0 | 18.6 | BC | BS | F | Tr | 2 |
| 6-5820 | IDA | Co | 8⅝ | 5 | 110L | 93½L | 1000L-8⅝ | Mon | D | 1 | N | Mec | 17 | 39'8" | 37'7½" | 17.3 | RB | Sag | 20.0 | 24.0 | Lk | Mon | RB | 20.0 | 18.4 | BC | BS | R | Tr | 2 |
| 6-5880 | IDA | Co | 8⅝ | 5 | 90 | 80 | 1000-8⅝ | Mon | D | 1 | LI | Mec | 17 | 41'9" | 39'9" | 17.5 | RB | Sag | 20.0 | 25.6 | Lk | Mon | RB | 20.0 | 25.4 | BC | BS | R | Tr | 2 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 8-LC1 | ICT | TB | 44⅛ | 1 | | 105 | | Own | D | 1 | LI | Mec | 17 | 46'8" | 43'7" | 18.8 | WTR | Gem | 20.4 | 30.0 | In | Own | RS | 15.7 | 19.1 | BC | SIA | R | Tr | 2 |
| 8-LC2, LC3-H | ICT | TB | 46⅛ | 1⅛ | | 115 | | Own | D | 1 | LI | Pow | 17 | 49'4" | 46'11" | 18.4 | N | | | | In | Own | RS | 15.7 | 19.4 | BC | SIA | R | Tr | 2 |
| 8-LC3-S | ICT | TB | 48⅛ | 1⅛ | | 170 | | Own | D | 1 | LI | Pow | 17 | 49'4" | 46'11" | 18.4 | WTR | Gem | 20.4 | 30.0 | In | Own | RS | 15.7 | 19.4 | BC | SIA | R | Tr | 2 |
| De Soto 8-LS1 | ICT | TB | 44⅛ | 1⅛ | | 125 | | Own | D | 1 | N | Mec | 17 | 46'8" | 43'7" | 18.8 | WTR | Own | 20.4 | 30.0 | In | Own | RS | 15.7 | 19.1 | BC | SIA | R | Tr | 2 |
| 8-LS2, LS3 | ICT | TB | 48⅛ | 1⅛ | | 115 | | Own | D | 1 | LI | Mec | 17 | 49'4" | 46'11" | 18.4 | WTR | Own | 20.4 | 30.6 | In | Own | RS | 15.7 | 19.4 | BC | SIA | R | Tr | 2 |
| Dodge 6-LD1, 8-LD2, LD3 | ICT | TB | 44⅛ | 1⅛ | | 125 | | Own | D | 1 | N | Mec | 17 | 46'4" | 43'7" | 18.8 | WTR | Own | 20.4 | 30.0 | In | Own | RS | 15.7 | 19.1 | BC | SIA | R | Tr | 2 |
| Imperial 8-LY1 | ICT | TB | 48⅛ | 1⅛ | | 120 | | Own | D | 1 | LI | Pow | 17 | 51'1" | 48'2" | 18.4 | N | | | | In | Own | RS | 15.7 | 19.4 | BC | SIA | R | Tr | 2 |
| Plymouth 6-LP1 | ICT | TB | 44⅛ | 1 | | 105 | | Own | D | 1 | N | Mec | 17 | 45'1" | 42'3" | 18.8 | WTR | Own | 18.2 | 26.8 | In | Own | RS | 15.7 | 19.1 | BC | SIA | R | Tr | 2 |
| 8-LP2 | ICT | TB | 44⅛ | 1⅛ | | 125 | | Own | D | 1 | N | Mec | 17 | 45'1" | 42'3" | 18.8 | WTR | Own | 18.2 | 26.8 | In | Own | RS | 15.7 | 19.1 | BC | SIA | R | Tr | 2 |
| 8-LP2-H Fury | ICT | TB | 44⅛ | 1⅜ | | 145 | | Own | D | 1 | N | Mec | 17 | 45'1" | 42'3" | 18.8 | WTR | Own | 18.2 | 26.8 | In | Own | RS | 15.7 | 19.1 | BC | SIA | R | Tr | 2 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | IBJ | Co | 16½ | 4 | 380 | 99 | 2400-16½ | Var | D | 1 | Li | Mec | 18 | 43'10 7/8" | 41'8 1/2" | 23.4 | RBN | Fo | 23.6 | 31.8 | Lk | Fo | RBN | 20.0 | 25.1 | BC | Par | R | Tr | 2 |
| 8-Corsair, Citation | IBJ | Co | 17½ | 4 | 380 | 104 | 2640-17½ | Var | D | 1 | Li | Mec | 17½ | 45'7 1/2" | 43'2 1/2" | 23.6 | RBN | Fo | 23.6 | 31.8 | Lk | Fo | RBN | 20.0 | 24.0 | BC | Par | R | Tr | 2 |
| Ford 6, 8-Custom 300 | IBJ | Co | 15⅛ | 4 | 400 | 97 | 2125-9½ | FMG | D | 1 | LF | Mec | 17½ | 42'10 1/2" | 40'1 1/2" | 23.4 | RB | Fo | 20.0 | 27.0 | Lk | Ben | RB | 20.0 | 25.2 | BC | Par | R | Tr | 2 |
| 6, 8-Fairlane, Fairlane 500 | IBJ | Co | 15⅛ | 4 | 400 | 97 | 2225-9½ | FMG | D | 1 | LF | Mec | 17½ | 43'4 1/4" | 40'7 1/2" | 23.4 | RB | Fo | 20.0 | 27.0 | Lk | Ben | RB | 20.0 | 25.2 | BC | Par | R | Tr | 2 |
| 8-Thunderbird | IBJ | Co | 9 | 4½ | 400 | 96 | 2325-9½ | Gab | D | 1⅛ | LI | Mec | 17 | | 39'3 1/2" | 17.1 | RBN | | 20.0 | 25.0 | Lk | Ben | RBN | 20.0 | 25.0 | BC | Par | R | Tr | 2 |
| Lincoln 8-All | BJS | Co | 11⅞ | 4½ | 444 | 116 | 2790-11⅞ | Gab | D | 1⅛ | LI | Pow | 17 | | 44'4 1/2" | 17.3 | N | | | | | Sag | RB | 17.5 | 20.1 | BC | Par | R | Tr | 2 |
| Mercury 8-Monterey | IBC | Co | 10½ | 4 | 345 | 90 | 2500-10½ | F-G | T | 1 | LI | Mec | 17 | | 43'7 1/2" | 17.3 | RBR | Fo | 23.6 | 31.0 | Lk | Ben | RBR | 20.0 | 24.0 | BC | Par | R | Tr | 2 |
| 8-Montclair | IBC | Co | 10½ | 4 | 355 | 90 | 2640-10½ | F-G | T | 1 | LI | Mec | 17 | | 43'7 1/2" | 17.3 | RBR | Fo | 23.6 | 31.0 | Lk | Ben | RBR | 20.0 | 24.0 | BC | Par | R | Tr | 2 |
| 8-Park Lane | IBC | Co | 10½ | 4 | 355 | 94 | 2640-10½ | F-G | T | 1 | LI | Pow | 17 | | 44'7 1/4" | 17.3 | N | | | | | Lk | Ben | RBR | 20.0 | 24.0 | BC | Par | R | Tr | 2 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 60 | CSB | Co | 10⅞ | 4⅜ | 370 | 90 | 2400-10⅞ | Del | D | 1 | Li | Mec | 17½ | 45'7 1/2" | 43'2 1/2" | 18.0 | RBN | Sag | 23.6 | 28.8 | | Sag | RBN | 17.5 | 19.7 | BC | Par | R | Tr | 2 |
| 8-50, 70, 700 | CSB | Co | 10⅞ | 4⅜ | 390 | 95 | 2570-10⅞ | Del | D | 1 | Li | Pow | 17½ | 47'2 1/2" | 44'6" | 18.5 | N | | | | | Sag | RBN | 17.5 | 19.7 | BC | Par | R | Tr | 2 |
| Cadillac 8-62 | ICS | Co | 16⅞ | 4 | 375 | | 2600-10⅞ | | | | Li | Pow | | 47'3" | | 22.7 | N | | | | | Sag | BNS | 17.5 | 19.5 | BC | PDL | R | Tr | 2 |
| 8-60 | ICS | Co | 16⅞ | 4 | 475 | | 2600-10⅞ | | | | Li | Pow | | 48'3" | | 22.7 | N | | | | | Sag | BNS | 17.5 | 19.5 | BC | PDL | R | Tr | 2 |
| 8-75 | ICS | Co | 16⅞ | 4 | 475 | | 2800-10½ | | | | Li | Pow | | 52'9" | | 22.7 | N | | | | | Sag | BNS | 17.5 | 19.5 | BC | PDL | R | Tr | 2 |
| Chevrolet 6-1100, 1500, 1700 | ISL | Co | 10⅛ | 3⅛ | 370 | 120 | 1840-10⅛ | Del | D | 1 | N | Mec | 17 | 40'10 1/2"L | 37'1 1/2"L | 18.3 | RB | Sag | 20.0 | 23.0 | | Sag | RB | 20.0 | 23.0 | GS | RL | F | Lg | 2 |
| 8-1200, 1600, 1800 | ISL | Co | 10⅛ | 3⅛ | 275 | 100 | 1800-10⅛ | Del | D | 1 | Li | Mec | 17 | 42'8 5/8" | 38'10 7/8" | 18.3 | RB | Sag | 20.0 | 23.0 | | Sag | RB | 20.0 | 23.0 | GS | RL | F | Lg | 2 |
| 8-867 | UIS | Co | 13⅛ | 3⅜ | 300 | 110 | 1145-9⅝ | | | | Li | Mec | 17¼ | 38'6" | 36'6" | 23.0 | RB | Sag | 21.0 | 21.0 | N | | | | | | CP | R | Lg | 2 |
| Oldsmobile 8-88 | ICS | Co | | 4⅛ | 300 | 100 | 2345- | Del | D | 1 | Li | Mec | 17½ | 44'9 1/2" | 42'0" | 23.0 | BN | Sag | 23.6 | 29.9 | | Sag | BN | 19.0 | 22.7 | BC | Sym | R | Tr | 2 |
| 8-S88 | ICS | Co | | 4⅛ | 300 | 100 | 2415- | Del | D | 1 | Li | Mec | 17½ | 44'9 1/2" | 42'0" | 23.0 | BN | Sag | 23.6 | 29.9 | | Sag | BN | 19.0 | 22.7 | BC | Sym | R | Tr | 2 |
| 8-98 | ICS | Co | | 4⅛ | 300 | 100 | 2485- | Del | D | 1 | Li | Pow | 17½ | 46'6 1/4" | 43'0" | 23.0 | N | | | | | Sag | BN | 19.0 | 22.7 | BC | Sym | R | Tr | 2 |
| Pontiac 8-59-25, 58-27, 58-28 | IFS | Co | 10⅜ | 4⅛ | 290 | 89½ | 1943-10⅜L | Del | D | 1 | Li | Mec | 17½ | | | 21.5 | RB | Sag | 22.0 | 27.0 | | Sag | RB | 17.5 | 22.0 | BC | LP | R | Tr | 2 |
| **STUDEBAKER-PACKARD CORP** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L, 58L Hawk | ICS | Co | 8⅞ | 4⅛ | 385 | 95 | 1595-8⅞ | Gab | | 1 | Li | Mec | 17 | 45'6" | 42'6" | 17.5 | CL | Ro | 21.0 | 26.0 | In | Sag | RB | 19.0 | 24.0 | BC | CS | R | Lg | 2 |
| Studebaker 6-58G | ICS | Co | 8⅞ | 4⅛ | 293 | 80 | 1443-8⅞ | Gab | | 1 | N | Mec | 17 | 43'0" | 40'0" | 17.5 | CT | Ro | 17.5 | 23.8 | Lk | Ben | CL | 21.0 | 26.0 | BC | CS | R | Lg | 2 |
| 8-58B | ICS | Co | 8⅞ | 4⅛ | 385 | 100 | 1595-8⅞ | Gab | | 1 | Li | Mec | 17 | 43'0" | 40'0" | 17.5 | CL | Ro | 21.0 | 26.0 | Lk | Ben | CL | 21.0 | 26.0 | BC | CS | R | Lg | 2 |
| 8-58H, 58H Golden Hawk | ICS | Co | 8⅞ | 4⅛ | 385 | 95 | 1595-8⅞ | Gab | | 1 | Li | Mec | 17 | 45'6" | 42'6" | 17.5 | CL | Ro | 21.0 | 26.0 | Lk | Ben | CL | 21.0 | 26.0 | BC | CS | R | Lg | 2 |

**ABBREVIATIONS**

**BC**—Belt from crankshaft pulley.
**Ben**—Bendix.
**BJS**—Ball joints with short and long transverse arms and coil springs. Upper end of coil springs in underbody pockets, with shock absorbers concentrically mounted in springs.
**BN**—Ball nut. **BS**—Ball and socket.
**BNS**—Ball nut and sector.
**CL**—Cam and single lever roller stud.
**Co**—Coil. **CP**—Center point.
**CS**—Center steering with equal length tie rods.
**CSB**—Coil spring and ball joint.
**CT**—Cam and twin lever.
**D**—Direct acting. **Del**—Delco.
**F**—Front of wheels.
**F-G**—Ford or Gabriel. **Fo**—Ford.
**FMG**—Ford, Monroe or Gabriel.
**Gab**—Gabriel. **Gem**—Gemmer.
**GS**—Generator shaft.
**IBC**—Independent ball joint coil spring system with long and short arm geometry and lower arm trailing.
**IBJ**—Independent ball joint coil spring system incorporating two unequal length transverse arms swept back 20°.
**ICS**—Independent coil suspension.
**ICT**—Independent lateral non-parallel control arms with torsion bars.
**IDA**—Independent direct action coil springs.
**IFS**—Independent front suspension with upper and lower control arms pivoted at inner end on threaded bushings.
**In**—Integral.
**ISL**—Independent short and long arm, spherical joint outer pivots, rubber bushed inner pivots and coil springs.
**L**—Left side.
**LF**—Linkless and frameless.
**Lg**—Longitudinal. **LI**—Link.
**Lk**—Linkage power assist.
**LI**—Linkless. **LP**—Link parallelogram.
**Mec**—Mechanical.
**Mon**—Monroe. **N**—No or none.
**Par**—Parallelogram.
**PDL**—Parallel drag link.
**Pow**—Power. **R**—Rear of wheels.
**RB**—Recirculating ball.
**RBN**—Recirculating ball and nut.
**RBR**—Recirculating ball and rack.
**RL**—Relay link.
**Ro**—Ross. **RS**—Rack and sector.
**Sag**—Saginaw.
**SIA**—Symmetrical idler arm, equal length tie rods.
**Sym**—Symmetrical.
**T**—Triple action.
**TB**—Torsion bars.
**Tr**—Transverse.
**UIS**—Unitized, independent, short and long arm.
**Var**—Various.
**WR**—Worm and roller.
**WTR**—Worm and three tooth roller.

***For Directory of Car Manufacturers listed above, see Table of Contents***

# WHEEL ALIGNMENT, AND REAR SUSPENSION

| PASSENGER CAR MAKE AND MODEL | ALIGNMENT | | | | | | | | | | | | | REAR SUSPENSION | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Steering Axis | | | | Wheel Alignment | | | Steering Spindle and Joint Type | Wheel Spindle | | | | | Spring | | | | | | | | Shock Absorbers | | |
| | Inclination at Camber (deg.) | Bearings | | | Caster (deg.) | Camber (deg.) | Toe In (Outside tread—in.) | | Diameter | | Thread Size | Bearing Type | | Type | Material | Size | | | Spring Rate (lb. per in.) | Rate at Wheel (lb. per in.) | Design Load (lb. at design height) | Make | Type | Piston Diameter |
| | | Upper | Lower | Thrust | | | | | Inner Bearing | Outer Bearing | | | | | | Length or Height | Width or Bar Diameter | No. of Leaves or Coil I. D. | | | | | | |
| **AMERICAN MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rambler 6-5801 | 8° | Bu | Th | Ba | ¼N to ¼P | 0 to ½P | 1/16 to 1/8 | IK | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5155 | 45 | 1¾ | 5 | 100 | 100 | 650-46 A/B | Mon | D | 1 |
| 6-5810 | 6° 11′ | BN | Th | Ba | 0 to ½P | ¼N to ¼P | 1/16 to 1/8 | IK | 1.2500 | .7500 | ¾-16 | TR | CS | Co | 9260 | 10 11/16 | | 4 7/16 | 96 | 96 | 770-10 11/16 | Mon | D | 1 |
| 6-5820 | 6° 11′ | Ne | Th | Ba | 0 to ½P | ¼N to ¼P | 1/16 to 1/8 | IK | 1.2500 | .7500 | ¾-16 | TR | CS | Co | 9260 | 10 11/16 | | 4 7/16 | 96 | 96 | 770-10 11/16 | Mon | D | 1 |
| 6-5880 | 6° 11′ | Ne | Th | Ba | 0 to ½P | ¼N to ¼P | 1/16 to 1/8 | IK | 1.2500 | .7500 | ¾-16 | TR | CS | Co | 9260 | 10 5/8 | | 4 7/8 | 100 | 100 | 900-10 5/8 | Mon | D | 1 |
| **CHRYSLER CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chrysler 6-LC1 | 6½° @ 0° | BJ | BJ | SM | 0 to 1½N | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 57 | 2½ | 5 | 95 | 130 | 800-57 9/16 L | Own | D | 1 |
| 6-LC2 | 6½° @ 0° | BJ | BJ | SM | ¾N to ¾P | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 60 | 2½ | 6 | 90 | 135 | 760-80 3/4 L | Own | D | 1 |
| 6-LC3-H | 6½° @ 0° | BJ | BJ | SM | ¾N to ¾P | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 60 | 2½ | 7 | 90 | 135 | 800-80 3/4 L | Own | D | 1 |
| 6-LC3-S | 6½° @ 0° | BJ | BJ | SM | ¾N to ¾P | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 60 | 2½ | 7 | 135 | 165 | 700-80 3/4 L | Own | D | 1 |
| De Soto 6-LS1 | 6½° @ 0° | BJ | BJ | SM | 0 to 1½N | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 57 | 2½ | 5 | 95 | 130 | 760-57 3/4 L | Own | D | 1 |
| •6-LS2, LS3 | 6½° @ 0° | BJ | BJ | SM | 0 to 1½N | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 60 | 2½ | 6 | 90 | 135 | 760-80 3/4 L | Own | D | 1 |
| Dodge 6-LD1 | 6½° @ 0° | BJ | BJ | SM | 0 to ½P | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 57 | 2½ | 4 | 95 | 130 | 720-57 3/4 L | Own | D | 1 |
| 6-LD2, LD3 | 6½° @ 0° | BJ | BJ | SM | 0 to ½P | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 57 | 2½ | 5 | 95 | 130 | 760-57 3/4 L | Own | D | 1 |
| Imperial 6-LY1 | 6½° @ 0° | BJ | BJ | SM | 0 to 1½P | 0 to ½P* | 1/32 to 1/16 | BS | 1.3750 | .8440 | ¾-16 | TR | H | SE | St | 60 | 2½ | 7 | 90 | 120 | 840-80 3/4 L | Own | D | 1 |
| Plymouth 6-LP1 | 6½° @ 0° | BJ | BJ | SM | 0 to 1½N | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 55 | 2½ | 4 | 93 | 128 | 720-55 3/4 L | Own | D | 1 |
| 6-LP2 | 6½° @ 0° | BJ | BJ | SM | 0 to 1½N | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 55 | 2½ | 5 | 95 | 130 | 760-55 3/4 L | Own | D | 1 |
| 8-LP2-H Fury | 6½° @ 0° | BJ | BJ | SM | 0 to 1½N | 0 to ½P* | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | LL | SE | St | 55 | 2½ | 6 | 125 | 165 | 640-55 5/8 | Own | D | 1 |
| **FORD MOTOR CO.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Edsel 8-Ranger, Pacer | 7° | BJ | BJ | No | 0 to 1P | 1/16P to 1P | 1/32 to 1/16 | BS | 1.2500 | .7500 | ¾-16 | TR | Ho | SE | SS | 55 | 2 | 6 | 110 | 126 | 925-55 | Var | D | 1 |
| 8-Corsair, Citation | 7° | BJ | BJ | N | 0 to 1¼P | 0 to ¾P | 1/16 to 1/8 | BS | 1.2500 | .7500 | ¾-16 | TR | Ho | SE | SS | 55 | 2 | 7 | 95 | 126 | 980-55 | Var | D | 1 |
| Ford 6-All | 7° 7′ @ ¾° | BJ | BJ | | 1/16P to 1 1/16P | 1/16P to 1 1/16P | 1/16 to 1/8 | BS | 1.2496 | .7496 | | CR | LL | SE | St | 55 | 2 | 4 | 107 | 107 | 800-55 | FMG | D | 1 |
| 8-All | 7° 7′ @ ¾° | BJ | BJ | | 1/16P to 1 1/16P | 1/16P to 1 1/16P | 1/16 to 1/8 | BS | 1.2496 | .7496 | | CR | LL | SE | St | 55 | 2 | 4 | 107 | 107 | 800-55 | FMG | D | 1 |
| 8-Thunderbird | | BJ | BJ | | 1/16P to 1 1/16P | 1/16P to 1 1/16P | 1/16 to 1/8 | BS | 1.2496 | .7498 | | CR | TA | Co | St | 10 A/B | | 4 4/10 | 185 | 114 | 1300-10 A/B | Gab | D | 1 1/8 |
| Lincoln 8-All | 7° 26′ 10′ @ ¾° | BJ | BJ | Ba | 0 to 1¼N | 0 to ¾P | 1/16 to 1/8 | BS | 1.3750 | .8430 | ¾-16 | TR | TC | Co | 9260 | 9 1/2 | | 4 1/2 | 260 | 145 | 1740-9 1/2 | Mon | D | 1 1/8 |
| Mercury 8-Monterey, Montclair | 7° | BJ | BJ | Ba | ½N to 2N | A/B N to A/B N | 1/16 to 1/8 | BJ | 1.2496 | .7496 | ¾-16 | TR | LL | SE | 5147 | 55 | 2 | 5 | 95 | 111 | 950-55 | F-G | T | 1 |
| 8-Park Lane | 7° | BJ | BJ | Ba | ½N to 2N | A/B N to A/B N | 1/16 to 1/8 | BJ | 1.3746 | .8433 | ¾-16 | TR | LL | SE | 5147 | 60 | 2 | 5 | 90 | | 950-60 | F-G | T | 1 |
| **GENERAL MOTORS CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buick 8-40, 60 | 7° @ 52½′ | BJ | BJ | | ¾N | 5/16P | 1/16 to 1/8 | BJ | 1.3740 | .8430 | 11/16-16 | Ba | CS | Co | 9260 | 9 A/B | | 5½ | 112 | 112 | 975-9 A/B | Del | D | 1 |
| 8-50, 70, 700 | 7° @ 52½′ | BJ | BJ | | ¾N | 5/16P | 1/16 to 1/8 | BJ | 1.3740 | .8430 | 11/16-16 | Ba | CS | Co | 9260 | 9 A/B | | 5½ | 125 | 125 | 1090-9 A/B | Del | D | 1 |
| Cadillac 8-62 | 4° @ 0° | SJ | SJ | | ½N to 1 1/16N | 5/16N to 5/16P | 3/32 to 1/8 | | 2.9630 | 2.2500 | ¾-20 | Ba | CS | Co | 9260 | 16 1/2 | | 5 1/16 | 215 | | 1665-8 1/2 | | | |
| 8-60 | 4° @ 0° | SJ | SJ | | ½N to 1 1/16N | 5/16N to 5/16P | 3/32 to 1/8 | | 2.9630 | 2.2500 | ¾-20 | Ba | CS | Co | 9260 | 16 5/8 | | 5 1/16 | 225 | | 1710-8 1/2 | | | |
| 8-75 | 4° @ 0° | SJ | SJ | | ½N to 1 1/16N | 5/16N to 5/16P | 3/32 to 1/8 | | 2.9630 | 2.2500 | ¾-20 | Ba | CS | Co | 9260 | 16 7/8 | | 5 1/16 | 265 | | 1980-9 1/2 | | | |
| Chevrolet 6-1100, 1500, 1700 | 7¼° | SJ | SJ | No | ½N to ½P | 0 to 1P | 1/16 to 1/8 | SJ | 1.2493 | .7493 | ¾-20 | Ba | | Co | HAS | 17 1/16 | | 4 1/16 | 265 | 140 | 1550-10 1/16 | Del | D | 1 |
| 8-1200, 1600, 1800 | 7¼° | SJ | SJ | No | ½N to ½P | 0 to 1P | 1/16 to 1/8 | SJ | 1.2493 | .7493 | ¾-20 | Ba | | Co | HAS | 17 3/16 | | 4 1/16 | 230 | 125 | 1350-10 3/32 | Del | D | 1 |
| 8-867 | 4° | Bu | Bu | Ba | 2 3/16P to 2 1/4P | 0 to 1P | 0 to 1/16 | RE | 1.2813 | .7501 | ¾-20 | Ba | LS | SE | AS | 51 | 2 | 4 | 115 | | 725-51 | Del | D | 1 |
| Oldsmobile 8-88, S88 | 7° @ 0° | No | No | No | 0 to 1N | ¼N to ¾P | 0 to 1/16 | | 1.3639 | .8430 | 11/16-16 | BC | LL | SE | 9260 | 58 | 2½ | 5 | 95 | 115 | 985 | | Del | D | 1 |
| 8-98 | 7° @ 0° | No | No | No | 0 to 1N | ¼N to ¾P | 0 to 1/16 | | 1.3639 | .8430 | 11/16-16 | BC | LL | SE | 9260 | 58 | 2½ | 5 | 100 | 120 | 1000 | | Del | D | 1 |
| Pontiac 8-Chieftain, Bonneville | 4° 50′ @ 0° | BJ | BJ | BJ | 0 to 1N | 0 to 1P | 0 to 1/16 | RE | 1.2490 | .7490 | ¾-20 | Ba | PC | Co | 9260 | 9 1/2 | | 4 5/16 | 190 | 115 | 1378-9 1/2 L | Del | D | 1 |
| 8-Super Chief, Star Chief | 4° 50′ @ 0° | BJ | BJ | BJ | 0 to 1N | 0 to 1P | 0 to 1/16 | RE | 1.2490 | .7490 | ¾-20 | Ba | PC | Co | 9260 | 9 1/2 | | 4 5/16 | 205 | 125 | 1378-9 1/2 L | Del | D | 1 |
| **STUDEBAKER-PACKARD CORP.** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Packard 8-58L | 6° @ 0° | Bu | Ne | Ba | 1N to 2½N | 0 to 1P | 1/16 to 1/8 | RE | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5160 | 54 | 2½ | 5 | 80 | 123 | 700-55 1/16 | Gab | | 1 |
| 8-58L Hawk | 6° @ 0° | Bu | Ne | Ba | 1N to 2½N | 0 to 1P | 1/16 to 1/8 | RE | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5160 | 54 | 2½ | 5 | 90 | 135 | 700-54 3/4 | Gab | | 1 |
| Studebaker 6-58G | 6° @ 0° | Bu | Ne | Ba | 1N to 2½N | 0 to 1P | 1/16 to 1/8 | RE | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5160 | 54 | 2½ | 4 | 85 | 143 | 700-54 3/4 | Gab | | 1 |
| 6-58S | 6° @ 0° | Bu | Ne | Ba | 1N to 2½N | 1N to 1P | 1/16 to 1/8 | RE | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5160 | 54 | 2½ | 5 | 80 | 123 | 700-55 1/16 | Gab | | 1 |
| 8-58H | 6° @ 0° | Bu | Ne | Ba | 1N to 2½N | 0 to 1P | 1/16 to 1/8 | RE | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5160 | 54 | 2½ | 5 | 80 | 128 | 700-55 1/16 | Gab | | 1 |
| 8-58H Golden Hawk | 6° @ 0° | Bu | Ne | Ba | 1N to 2½N | 0 to 1P | 1/16 to 3/16 | RE | 1.2500 | .7500 | ¾-16 | TR | LS | SE | 5160 | 54 | 2½ | 5 | 90 | 135 | 700-54 3/4 | Gab | | 1 |

**ABBREVIATIONS**

•—Left only; right, ¼N to ¼P.
**AS**—Alloy steel.
**Ba**—Ball.
**BC**—Ball and cone.
**BJ**—Ball joint.
**BN**—Bushing and needle bearings.
**BS**—Ball socket.
**Bu**—Bushing.
**Co**—Coil. **CR**—Cone and roller.
**CS**—Coil springs.
**D**—Direct acting.
**Del**—Delco.
**F-G**—Ford or Gabriel.
**FMG**—Ford, Monroe or Gabriel.
**Gab**—Gabriel.
**H**—Hotchkiss, modified with two parallel struts.
**HAS**—High alloy steel.
**Ho**—Hotchkiss drive.
**IK**—Integral with kingpin.
**L**—Left side.
**LL**—Longitudinal leaf.
**LS**—Leaf springs.
**Mon**—Monroe.
**N**—Negative. **Ne**—Needle bearings.
**No**—No or none.
**P**—Positive.
**PC**—Pivoted control arms.
**RE**—Reverse Elliot.
**SE**—Semi-elliptical.
**SJ**—Spherical joints.
**SM**—Oil impregnated sintered metal.
**SS**—Spring steel.
**St**—Steel.
**T**—Triple action.
**TA**—Trailing arm.
**TC**—Trailing arms and coil springs.
**Th**—Threaded.
**TR**—Tapered roller.
**Var**—Various.

***For Directory of Car Manufacturers listed above, see Table of Contents***

# FOREIGN PASSENGER CARS \ 1958

| MAKE AND MODEL | ENGINE | | | | | | | | GENERAL DATA | | | | | | | | | | | | REAR AXLE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number of Cylinders Bore and Stroke (In.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio (To – 1) | Cylinder Arrangement | Valve Location | Piston Material | Camshaft Drive | Wheelbase (In.) | TREAD Front (In.) | TREAD Rear (In.) | OVERALL DIMENSIONS (In.) Length Including Bumpers and Bumper Guards | OVERALL DIMENSIONS (In.) Width | OVERALL DIMENSIONS (In.) Height—Road to Roof, No Load | Tires (In.) | Oil Pressure to— | Carburetors—No. Used and Type | Cooling System | Shifting Method | No. of Forward Speeds | Final Drive Type | Gear Ratio (To – 1) | Torque Taken By | Independent Suspension | Service Brakes | Shipping Weight (Lb.) |
| **GREAT BRITAIN** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A. C. Ace | 6-2.56x3.94 | 90-4500 | 121.5 | 8.00 | IL | IH | | | 90.0 | 50.0 | 50.0 | 151.5 | 59.5 | 59.0 | 5.50/16 | | 3-Ho | Pu | HS | 4 | Hy | 3.64 | | FR | H | 1720 |
| Aceca | 6-2.60x3.78 | 105-5000 | 121.5 | 8.50 | IL | IH | | | 90.0 | 50.0 | 50.0 | 160.0 | 61.0 | 52.0 | 5.50/16 | | 3- | | HS | 4 | Hy | 3.64 | | FR | H | 1970 |
| Ace-Bristol | 6-2.57x3.74 | 120-6000 | 120.2 | 8.50 | IL | IH | AA | Ch | 90.0 | 50.0 | 50.0 | 151.5 | 59.5 | 49.0 | 5.50/16 | bc | 3-SD | TP | HS | 4 | Hy | 3.90 | Sp | FR | H | 1685 |
| Alvis T. C. 108/G | 6-3.30x3.54 | 104-4000 | 182.6 | 8.00 | IL | IH | AA | Ch | 111.5 | 54.6 | 54.1 | 189.0 | 66.0 | 56.7 | 6.00/15 | abce | 2-He | Pu | HS | 4 | Hy | 3.77 | Sp | Fr | H | 3136 |
| Armstrong-Siddeley 346 | 6-3.54x3.54 | 125-4700 | 209.6 | 7.00 | IL | IH | AA | Ch | 114.0 | 56.6 | 57.5 | 193.0 | 72.0 | 63.0 | 6.70/16 | abcde | 1-Do | Pu | (1) | 4 | Hy | 4.09 | Sp | Fr | H | 3472 |
| Limousine | 6-3.54x3.54 | 125-4700 | 209.6 | 7.00 | IL | IH | AA | Ch | 132.0 | 56.6 | 57.5 | 212.0 | 72.0 | 66.0 | 7.00/16 | abcde | 1-Do | Pu | (1) | 4 | Hy | 4.45 | Sp | Fr | H | 4032 |
| Saloon | 6-3.54x3.54 | 150-5000 | 209.6 | 7.00 | IL | IH | AA | Ch | 114.0 | 56.6 | 57.5 | 193.0 | 72.0 | 63.0 | 6.70/16 | abcde | 2-Do[2] | Pu | (1) | 4 | Hy | 4.09 | Sp | Fr | H | 3472 |
| Aston-Martin DB Mk. III | 6-3.27x3.54 | 162-5500 | 178.2 | 8.20 | IL | IH | AA | Ch | 99.0 | 54.0 | 54.0 | 171.5 | 65.0 | 53.5 | 6.00/16 | abc | 2-SH | Pu | HS | 4 | Hy | 3.77 | Sp | Fr | H | 2820 |
| Austin A-35 | 4-2.48x3.00 | 34-4750 | 57.8 | 8.30 | IL | IH | | | 79.5 | 45.3 | 44.8 | 136.4 | 55.1 | 55.1 | 5.20/13 | | 1- | | HS | 4 | Hy | 4.55 | | Fr | H | |
| A-55 | 4-2.88x3.50 | 51-4250 | 90.8 | 8.30 | IL | IH | AA | Ch | 99.3 | 48.5 | 49.0 | 166.9 | 61.5 | 60.3 | 5.20/13 | abc | 1-Do | Pu | HS | 4 | Hy | 4.30 | Sp | Fr | H | |
| A-95 | 6-3.13x3.50 | 92-4500 | 161.0 | 8.30 | IL | IH | | | 105.8 | 51.5 | 51.3 | 180.8 | 64.0 | 62.0 | 6.40/15 | | 1- | | HS | 4 | Hy | 4.11 | | Fr | H | |
| A-105 | 6-3.13x3.50 | 102-4600 | 161.0 | 8.30 | IL | IH | | | 105.8 | 51.5 | 51.3 | 180.8 | 64.0 | 62.0 | 6.40/15 | | 2- | | HS | 4 | Hy | 4.11 | | Fr | H | |
| Princess IV | 6-3.44x4.38 | 150-4100 | 244.0 | 8.30 | IL | IH | | | 121.8 | 48.5 | 60.0 | 201.0 | 73.0 | 65.8 | 6.50/16 | | 2- | | HS | 4 | Hy | 4.09 | | Fr | H | 4452 |
| Austin-Healey 100-6 | 6-3.13x3.50 | 120-5000 | 161.1 | 8.25 | IL | IH | AA | Ch | 92.0 | 48.8 | 50.0 | 157.5 | 60.5 | 49.0 | 5.90/15 | abce | 2-SH | Pu | HS | 4 | Hy | 3.91 | Sp | Fr | H | 2300 |
| 100-S | 4-3.44x4.38 | 132-4700 | 162.2 | 8.30 | IL | IH | AA | Ch | 90.0 | 49.0 | 50.8 | 148.0 | 60.5 | 42.0 | 5.50/15 | abce | 2-St | Pu | HS | 4 | SB | 2.92 | Sp | Fr | H | 1888 |
| Bentley S Series Saloon | 6-3.75x4.50 | | 298.0 | 8.00 | IL | F | AA | HG | 123.0 | 58.0 | 60.0 | 212.0 | 74.8 | 64.0 | 8.20/15 | abcde | 2-SH | Pu | Au | 4 | Hy | 3.42 | Sp | Fr | HM | 4275 |
| Continental | 6-3.75x4.50 | | 298.0 | 8.00 | IL | F | AA | HG | 123.0 | 58.0 | 60.0 | 210.5 | 72.0 | 62.0 | 8.00/15 | abcde | 2-SH | Pu | Au | 4 | Hy | 2.92 | Sp | Fr | HM | |
| Sports Saloon | 6-3.75x4.50 | | 298.0 | 8.00 | IL | F | AA | HG | 123.0 | 58.0 | 60.0 | 210.0 | 72.0 | 61.0 | 8.00/15 | abcde | 2-SH | Pu | Au | 4 | Hy | 2.92 | Sp | Fr | HM | |
| Berkeley Talisman Twin | 2-2.26x2.42 | 18-5000 | 20.0 | 7.40 | IL | N | AA | N | 70.0 | 44.0 | 44.0 | 123.0 | 50.0 | 43.5 | 5.20/12 | N | 1-St | AC | HS | 3 | Ch | 2.23 | TT | FR | H | 728 |
| Talisman III | 3-2.26x2.42 | 30-5500 | 30.0 | 7.50 | IL | N | AA | N | 70.0 | 44.0 | 44.0 | 123.0 | 50.0 | 43.5 | 5.20/12 | N | 3-St | AC | HS | 4 | Ch | 2.23 | TT | FR | H | 784 |
| Citroen 2 CV-AZ | 2-2.90x2.44 | 12-3500 | 25.9 | 7.00 | HO | IH | AA | SG | 93.5 | 49.6 | 49.6 | 148.8 | 58.3 | 63.0 | 4.90/15 | abce | 1-SD | AC | HS | 4 | SB | 3.87 | Sp[3] | FR | H | |
| 2 Litre DS-19 | 4-3.07x3.94 | 75-4500 | 117.0 | 7.50 | IL | IH | AA | Ch | 123.0 | 59.0 | 51.3 | 189.0 | 70.5 | 60.0 | 6.50/15 | abce | 1-DD | Pu | HS | 4 | SB[3] | 3.89 | RA | FR | H | 2464 |
| Daimler Conquest Century | 6-3.00x3.50 | 100-4400 | 148.4 | 7.75 | IL | IH | AA | Ch | 104.0 | 52.0 | 52.0 | 178.0 | 64.0 | 55.0 | 5.00/15 | abce | 2-He | Pu | Pr | 4 | Hy | 3.73 | Sp | Fr | MH | 3024 |
| 104 | 6-3.25x4.25 | 137-4400 | 211.5 | 7.60 | IL | IH | AA | Ch | 114.0 | 56.0 | 57.0 | 193.0 | 71.0 | 62.5 | 6.50/16 | abce | 2-He | Pu | Pr | 4 | Hy | 3.92 | Sp | Fr | H | 4032 |
| Regina | 6-3.75x4.25 | 167-4200 | 282.0 | 7.00 | IL | IH | AA | Ch | 130.0 | 60.0 | 63.0 | 217.0 | 74.0 | 72.0 | 7.50/16 | abce | 2-He | Pu | Pr | 4 | Hy | 4.27 | Sp | | H | 5120 |
| Fairthorpe Atomota | 2-2.76x3.31 | 35-5700 | 39.4 | 8.50 | IL | IH | AA | SG | 81.0 | 49.0 | 48.5 | 129.0 | 60.0 | 48.0 | 5.20/13 | abce | 1-St | AC | HS | 4 | Hy | 4.55 | TT | Fr | H | 880 |
| Electron Minor | 4-2.47x2.99 | 38-5000 | 57.8 | 8.25 | IL | IH | AA | Ch | 81.0 | 49.0 | 48.5 | 132.0 | 58.0 | 46.0 | 5.90/13 | abce | 1-SD | Pu | HS | 4 | Hy | 4.55 | TT | Fr | H | 895 |
| FWA | 4-2.95x2.63 | 84-6500 | 67.0 | 9.80 | IL | IH | AA | Ch | 82.0 | 48.0 | 45.5 | 144.0 | 60.0 | 46.0 | 5.20/15 | abc | 2-St | Pu | HS | 4 | Hy | 4.10 | TA | Fr | H | 1150 |
| Ford Popular | 4-2.50x3.64 | 30-4000 | 71.6 | 6.16 | IL | L | AA | Ch | 90.0 | 45.0 | 45.0 | 152.3 | 56.5 | 63.8 | 4.50/17 | abcde | 1-SD | TS | HS | 3 | SB | 5.50 | TT | N | M | 1597 |
| Anglia | 4-2.50x3.64 | 36-4500 | 71.6 | 7.00 | IL | L | AS | Ch | 87.0 | 48.0 | 47.5 | 149.8 | 60.8 | 58.8 | 5.20/13 | abcde | 1-SD | Pu | HS | 3 | SB | 4.43 | Sp | Fr | H | 1631 |
| Escort | 4-2.50x3.64 | 36-4500 | 71.6 | 7.00 | IL | L | AS | Ch | 87.0 | 48.0 | 47.5 | 141.5 | 60.8 | 62.8 | 5.60/13 | abcde | 1-SD | Pu | HS | 3 | SB | 4.43 | Sp | Fr | H | 1781 |
| Prefect De Luxe | 4-2.50x3.64 | 36-4500 | 71.6 | 7.00 | IL | L | AS | Ch | 87.0 | 48.0 | 47.5 | 151.3 | 60.8 | 58.8 | 5.20/13 | abcde | 1-SD | Pu | HS | 3 | SB | 4.43 | Sp | Fr | H | 1697 |
| Squire | 4-2.50x3.64 | 36-4500 | 71.6 | 7.00 | IL | L | AS | Ch | 87.0 | 48.0 | 47.5 | 141.8 | 60.8 | 62.8 | 5.60/13 | abcde | 1-SD | Pu | HS | 3 | SB | 4.43 | Sp | Fr | H | 1816 |
| Consul 204E & De Luxe | 4-3.25x3.13 | 61-4400 | 103.9 | 7.80 | IL | IH | AS | Ch | 104.5 | 53.0 | 52.0 | 172.0 | 68.6 | 61.5 | 5.90/13 | abcde | 1-SD | Pu | HS | 3 | Hy | 4.11 | Sp | Fr | H | 2401 |
| Zephyr 206E | 6-3.25x3.13 | 90-4400 | 155.8 | 7.80 | IL | IH | AS | Ch | 107.0 | 53.0 | 52.0 | 178.5 | 68.9 | 62.0 | 6.40/13 | abcde | 1-De | Pu | HS | 3 | Hy | 3.90 | Sp | Fr | H | 2580 |
| Zodiac 206E | 6-3.25x3.13 | 90-4400 | 155.8 | 7.80 | IL | IH | AS | Ch | 107.0 | 53.0 | 52.0 | 180.5 | 68.9 | 62.0 | 6.40/13 | abcde | 1-De | Pu | HS | 3 | Hy | 3.90 | Sp | Fr | H | 2627 |
| Frazer-Nash Continental | 8-2.84x2.96 | | 148.0 | 7.20 | V | IH | | | 96.0 | | | 156.0 | 62.0 | | 6.00/16 | | | | HS | | | 3.50 | | FR | H | 1848 |
| Turismo | 6-2.60x3.78 | 105-5750 | 120.0 | | IL | IH | | | 96.0 | 48.0 | 50.0 | 156.0 | 62.0 | 51.0 | 5.50/16 | | 3- | | HS | 4 | SB | 3.66 | | FR | H | 1680 |
| Sebring | 6-2.60x3.78 | 140-5750 | 120.0 | 8.80 | IL | IH | | | 96.0 | 48.0 | 50.0 | 156.0 | 62.0 | 51.0 | 5.50/16 | | 3- | | HS | 4 | SB | 3.66 | | FR | H | 1680 |
| Hillman Husky | 4-2.56x3.74 | 38-4100 | 77.2 | 6.63 | IL | L | AA | Ch | 84.0 | 48.6 | 48.5 | 148.5 | 62.0 | 61.0 | 5.00/15 | abce | 1-De | Pu | HS | 4 | SB | 4.78 | Sp | Fr | H | 1904 |
| Estate Car | 4-3.00x3.00 | 47-4400 | 85.0 | 7.00 | IL | IH | AA | Ch | 93.0 | 48.6 | 50.5 | 164.0 | 63.5 | 67.5 | 5.50/15 | abce | 1-SD | Pu | HS | 4 | SB | 5.22 | Sp | Fr | H | 2259 |
| Minx Series II | 4-3.00x3.00 | 51-4400 | 84.3 | 8.00 | IL | IH | AA | Ch | 96.0 | 49.0 | 48.5 | 162.0 | 60.8 | 59.5 | 5.00/15 | abcde | 1-De | Pu | HS | 4 | SB | 4.78 | Sp | Fr | H | 2092 |
| Minx | 4-3.00x3.00 | 51-4600 | 85.0 | 8.00 | IL | IH | AA | Ch | 96.0 | 49.0 | 48.5 | 160.5 | 60.5 | 59.5 | 5.60/15 | abce | 1-SD | Pu | HS | 4 | SB | 4.78 | Sp | Fr | H | 2135 |
| Humber Hawk Series I | 4-3.19x4.33 | 78-4400 | 120.2 | 7.50 | IL | IH | AA | Ch | 110.0 | 56.0 | 55.5 | 184.8 | 69.8 | 61.0 | 6.00/15 | abce | 1-De | Pu | HS | 4 | Hy | 4.22 | Sp | Fr | H | 2960 |
| Isetta 300cc/57 | 1-2.81x2.84 | 13-5200 | 18.4 | 7.00 | | IH | AA | Sh | 58.0 | 47.2 | 20.4 | 89.9 | 54.3 | 52.6 | 4.40/10 | abce | 1-SD | AC | HS | 4 | Ch | 6.25 | Sp | Fr | H | 770 |
| Jaguar 2.4 Litre | 6-3.27x3.01 | 112-5750 | 151.5 | 8.00 | IL | IH | AT | Ch | 107.5 | 54.5 | 50.0 | 181.0 | 67.0 | 57.5 | 6.40/15 | abcde | 2-SD | Pu | HA | 4 | Hy | 4.27 | TaS | Fr | H | 3000 |
| XK 150 FH Coupe | 6-3.27x4.17 | 190-5500 | 210.0 | 8.00 | IL | IH | AT | Ch | 102.0 | 51.5 | 51.5 | 176.0 | 64.5 | 55.0 | 6.00/16 | abcde | 2-SH | Pu | HA | 4 | Hy | 3.54 | Sp | Fr | H | 2950 |
| XK 150 FH Coupe SE | 6-3.27x4.17 | 210-5500 | 210.0 | 8.00 | IL | IH | AT | Ch | 102.0 | 51.5 | 51.5 | 176.0 | 64.5 | 55.0 | 6.00/16 | abcde | 2-SH | Pu | HA | 4 | Hy | 3.54 | Sp | Fr | H | 2950 |
| MK VIII | 6-3.27x4.17 | 210-5500 | 210.0 | 8.00 | IL | IH | AT | Ch | 120.0 | 56.5 | 58.0 | 196.5 | 73.0 | 63.0 | 6.70/16 | abcde | 2-SH | Pu | HA | 4 | Hy | 4.27 | Sp | Fr | H | 3860 |
| 3.4 Litre | 6-3.27x4.17 | 210-5500 | 210.0 | 8.00 | IL | IH | AA | Ch | 107.5 | 54.5 | 50.0 | 181.0 | 67.0 | 57.5 | 6.40/15 | abcde | 2-SH | Pu | HS | 4 | Hy | 3.54 | TA | Fr | H | 3024 |
| Jensen 541 | 6-3.43x4.37 | 130-3800 | 243.0 | 6.80 | IL | IH | AA | Ch | 105.0 | 52.0 | 52.0 | 174.0 | 63.0 | 53.0 | 6.00/16 | abce | 3-SU | TP | HS | 4 | Hy | 2.90 | Sp | Fr | H | 2900 |
| Interceptor | 6-3.43x4.37 | 130-4000 | 243.0 | 6.80 | IL | IH | AA | Ch | 112.0 | 54.0 | 57.0 | 188.0 | 66.0 | 58.0 | 6.00/16 | abce | 1-De | Pu | HS | 5 | Hy | 3.77 | Sp | Fr | H | 2800 |
| 541-R | 6-3.39x4.33 | 150-4100 | 243.0 | 7.60 | IL | IH | AA | Ch | 105.0 | 51.9 | 53.0 | 178.0 | 63.0 | 53.0 | 6.40/15 | abcde | 2-De | TP | HS | 4 | Hy | 3.50 | Sp | Fr | H | 3024 |
| Kieft FWA | 4-2.85x2.63 | 82-6400 | 67.0 | 8.80 | IL | IH | AA | Ch | 90.0 | 46.0 | 46.0 | 151.0 | 56.5 | 34.0 | 5.00/15 | abc | 2-St | Pu | HS | 4 | Hy | 4.30 | | FR | M | 1176 |
| Lagonda 3 Litre Saloon | 6-3.27x3.54 | 140-5000 | 178.3 | 8.20 | IL | IH | AA | Ch | 113.5 | 56.8 | 56.8 | 196.0 | 69.5 | 62.0 | 6.00/16 | abc | 2-Ho | Pu | HS | 4 | Hy | 4.56 | TT | FR | H | 3698 |
| Meadows Friskysport | 2-2.22x2.48 | 17-5500 | 19.8 | 7.25 | IL | N | AA | N | 80.0 | 48.3 | 32.0 | 109.0 | 56.0 | 48.0 | 4.40/10 | N | 1-SH | AC | HS | 4 | Ch | | TA | Fr | H | 780 |
| Frisky | 2-2.22x2.48 | 17-5500 | 19.8 | 7.25 | IL | N | AA | N | 80.0 | 48.3 | 32.0 | 111.0 | 56.0 | 50.0 | 4.40/10 | N | 1-SH | AC | HS | 4 | Ch | 2.80 | TA | Fr | H | 864 |
| Metropolitan 1500 | 4-2.88x3.50 | 55-4600 | 90.1 | 8.30 | IL | IH | AA | Ch | 85.0 | 45.3 | 44.8 | 149.5 | 61.5 | 54.5 | 5.20/13 | abc | 1-De | Pu | HS | 3 | Hy | 4.22 | Sp | Fr | H | 1875 |
| M. G. Magnette I | 4-2.68x3.50 | 68-5400 | 90.9 | 8.30 | IL | IH | AA | Ch | 102.0 | 51.0 | 51.0 | 169.0 | 63.0 | 58.0 | 5.50/15 | abce | 2-SSd | Pu | HS | 4 | Hy | 4.55 | Sp | Fr | H | 2400 |
| Series MGA | 4-2.88x3.50 | 72-5500 | 90.9 | 8.30 | IL | IH | AA | Ch | 94.0 | 47.9 | 48.8 | 156.0 | 58.0 | 50.0 | 5.60/15 | abce | 2-SSd | Pu | HS | 4 | Hy | 4.30 | Sp | Fr | H | 1960 |

For abbreviations see page 145

*For Directory of Car Manufacturers listed above, see Table of Contents*

| MAKE AND MODEL | ENGINE | | | | | | | | GENERAL DATA | | | | | | | | | | | | | REAR AXLE | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | TREAD | | OVERALL DIMENSIONS (In.) | | | | | | | | | | | | | | | |
| | Number of Cylinders Bore and Stroke (In.) | Maximum Brake Hp. at Specified R.P.M. | Piston Displacement (Cu. In.) | Compression Ratio (To – 1) | Cylinder Arrangement | Valve Location | Piston Material | Camshaft Drive | Wheelbase (In.) | Front (In.) | Rear (In.) | Length Including Bumpers and Bumper Guards | Width | Height – Road to Roof, No Load | Tires (In.) | Oil Pressure to— | Carburetors—No. Used and Type | Cooling System | Shifting Method | No. of Forward Speeds | Final Drive Type | Gear Ratio (To – 1) | Torque Taken By | Independent Suspension | Service Brakes | Shipping Weight (Lb.) |
| **GREAT BRITAIN—*continued*** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Morgan 4/4 Series 2 | 4-2.50x3.64 | 36-4400 | 71.6 | 7.00 | IL | L | AA | Ch | 96.0 | 47.0 | 47.0 | 144.0 | 56.0 | 50.0 | 5.00/16 | abce | 1-Do | TP | HS | 3 | Hy | 4.44 | Sp | Fr | H | 1430 |
| 4/4 Ser. 2 Competition | 4-2.50x3.64 | 40-5000 | 71.6 | 8.00 | IL | L | AA | Ch | 96.0 | 47.0 | 47.0 | 144.0 | 56.0 | 50.0 | 5.00/16 | abce | 2-St | TP | HS | 3 | Hy | 4.44 | Sp | Fr | H | 1430 |
| Plus 4 | 4-3.35x3.62 | 68-4200 | 127.6 | 6.70 | IL | IH | AA | Ch | 96.0 | 47.0 | 47.0 | 144.0 | 56.0 | 52.5 | 5.25/16 | abcde | 1-Do | Pu | HS | 4 | Hy | 3.72 | Sp | Fr | H | 1700 |
| Plus 4 TR | 4-3.27x3.62 | 100-5000 | 121.5 | 8.50 | IL | IH | AA | Ch | 96.0 | 47.0 | 47.0 | 144.0 | 56.0 | 52.5 | 5.25/16 | abcde | 2-St | Pu | HS | 4 | Hy | 3.72 | Sp | Fr | H | 1700 |
| Morris Minor 1000 | 4-2.48x3.00 | 37-4800 | 57.8 | 8.30 | IL | IH | AA | Ch | 86.0 | 50.6 | 50.3 | 148.0 | 61.1 | 60.0 | 5.00/14 | abce | 1-SSd | Pu | HS | 4 | Hy | 4.55 | Sp | Fr | H | 1706 |
| Cowley 1500 | 4-2.88x3.50 | 55-4400 | 90.9 | 8.30 | IL | IH | AA | Ch | 97.0 | 53.5 | 53.0 | 171.0 | 65.0 | 63.0 | 5.60/15 | abce | 1-SSd | Pu | HS | 4 | Hy | 4.88 | Sp | Fr | H | 2362 |
| Oxford Series III | 4-2.88x3.50 | 55-4400 | 90.9 | 8.30 | IL | IH | AA | Ch | 97.0 | 53.5 | 53.0 | 171.0 | 65.0 | 63.0 | 5.60/15 | abce | 1-SSd | Pu | HS | 4 | Hy | 4.88 | Sp | Fr | H | 2397 |
| Isis Series II | 6-3.13x3.50 | 90-4500 | 161.0 | 7.30 | IL | IH | AA | Ch | 107.5 | 53.6 | 53.0 | 178.0 | 65.0 | 63.8 | 6.40/15 | abce | 1-Sd | Pu | HS | 4 | Hy | 4.10 | Sp | Fr | H | 2844 |
| Riley 1.5 | 4-2.88x3.50 | 68-5400 | 90.9 | 8.30 | IL | IH | AA | Ch | 88.0 | 50.9 | 50.3 | 153.5 | 61.0 | 59.8 | 5.00/14 | abce | 2-SSd | Pu | HS | 4 | Hy | 3.73 | Sp | Fr | H | 1974 |
| 2.6 | 6-3.13x3.50 | 101-4500 | 161.1 | 8.30 | IL | IH | AA | Ch | 113.5 | 54.4 | 54.5 | 185.5 | 67.0 | 61.0 | 6.70/15 | abce | 2-St | Pu | HS | 4 | Hy | 3.90 | Sp | Fr | H | 3505 |
| Rolls-Royce Silver Cloud | 6-3.75x4.45 | | 298.0 | 8.00 | IL | F | AA | HG | 123.0 | 58.0 | 60.0 | 212.0 | 74.8 | 64.0 | 8.20/15 | abcde | 2-SH | Pu | Au | 4 | Hy | 3.42 | Sp | Fr | HM | 4285 |
| Silver Cloud | 6-3.75x4.50 | | 298.0 | 8.00 | IL | F | AA | HG | 127.0 | 58.0 | 60.0 | 216.0 | 74.8 | 64.0 | 8.20/15 | abcde | 2-SH | Pu | Au | 4 | Hy | 3.42 | Sp | Fr | HM | 4445 |
| Silver Wraith | 6-3.75x4.45 | | 296.0 | 8.00 | IL | F | AA | HG | 133.0 | 58.0 | 64.0 | (4) | (4) | (4) | 7.50/16 | abcde | 2-SH | Pu | Au | 4 | Hy | 4.25 | Sp | Fr | HM | (4) |
| Rover 60 | 4-3.06x4.13 | 60-4000 | 121.8 | 6.90 | IL | F | AA | Ch | 111.0 | 52.0 | 51.5 | 178.2 | 65.6 | 63.7 | 6.00/15 | abce | 1-SH | Pu | HS | 4 | SB | 4.30 | Sp | Fr | H | 3047 |
| 75 | 6-2.88x3.50 | 80-4500 | 136.0 | 7.20 | IL | F | AA | Ch | 111.0 | 52.0 | 51.5 | 178.2 | 65.6 | 63.7 | 6.00/15 | abce | 1-SH | Pu | HS | 4 | SB | 4.30 | Sp | Fr | H | 3198 |
| 90 | 6-2.88x4.13 | 93-4500 | 160.9 | 7.50 | IL | F | AA | Ch | 111.0 | 52.0 | 51.5 | 178.2 | 65.6 | 63.7 | 6.00/15 | abce | 1-SH | Pu | HS | 4 | SB | 4.30 | Sp | Fr | HV | 3203 |
| 105-S | 6-2.88x4.13 | 108-4250 | 160.9 | 8.50 | IL | F | AA | Ch | 111.0 | 52.0 | 51.5 | 178.2 | 65.6 | 63.7 | 6.00/15 | abce | 2-SD | Pu | HS | 4 | SB | 4.30 | Sp | Fr | HV | 3318 |
| 105-R | 6-2.88x4.13 | 108-4250 | 160.9 | 8.50 | IL | F | AA | Ch | 111.0 | 52.0 | 51.5 | 178.2 | 65.6 | 63.7 | 6.00/15 | abce | 2-SD | Pu | Au | 2 | SB | 4.70 | Sp | Fr | HV | 3356 |
| Singer Gazelle Series II | 4-2.87x3.52 | 53-4500 | 91.3 | 7.50 | IL | IH | AA | Ch | 96.0 | 49.0 | 48.5 | 163.5 | 60.8 | 59.5 | 5.60/15 | abc | 1-Do | Pu | HS | 4 | SB | 4.78 | Sp | Fr | H | 2270 |
| Standard Eight | 4-2.28x2.99 | 33-5000 | 49.0 | 8.25 | IL | IH | AA | Ch | 84.0 | 48.5 | 48.5 | 142.0 | 58.0 | 59.0 | 5.20/13 | abce | 1-SD | Pu | HS | 4 | Hy | 4.55 | Sp | Fr | H | 1596 |
| Ten | 4-2.48x2.99 | 37-5000 | 57.8 | 8.00 | IL | IH | AA | Ch | 84.0 | 48.5 | 48.5 | 145.0 | 58.5 | 59.0 | 5.20/13 | abce | 1-SD | Pu | HS | 4 | Hy | 4.55 | Sp | Fr | H | 1617 |
| Pennant | 4-2.48x2.99 | 37-5000 | 57.8 | 8.00 | IL | IH | AA | Ch | 84.0 | 48.5 | 48.5 | 147.0 | 58.0 | 59.0 | 5.60/13 | abce | 1-Do | Pu | HS | 4 | Hy | 4.55 | Sp | Fr | H | 1624 |
| Ensign | 4-2.99x3.62 | 60-4000 | 102.0 | 8.00 | IL | IH | AA | Ch | 102.0 | 51.5 | 51.5 | 171.5 | 67.5 | 60.0 | 5.90/15 | abcde | 1-Do | Pu | HS | 4 | Hy | 4.10 | Sp | Fr | H | 2464 |
| Vanguard | 4-3.35x3.62 | 68-4200 | 127.6 | 7.50 | IL | IH | AA | Ch | 102.0 | 51.0 | 51.5 | 172.0 | 67.5 | 60.0 | 5.90/15 | abcde | 1-SD | Pu | HS | 3 | Hy | 4.30 | Sp | Fr | H | 2562 |
| Sportsman | 4-3.35x3.62 | 90-4500 | 127.6 | 8.00 | IL | IH | AA | Ch | 102.0 | 51.0 | 51.5 | 173.5 | 67.5 | 60.0 | 5.90/15 | abcde | 2-St | Pu | HS | 3 | Hy | 4.55 | Sp | Fr | H | 2688 |
| Sunbeam Rapier | 4-3.00x3.00 | 67-5400 | 85.0 | 8.00 | IL | IH | AA | Ch | 96.0 | 49.0 | 48.5 | 160.5 | 60.8 | 58.0 | 5.60/15 | abce | 2-SD | Pu | HS | 4 | SB | 5.22 | Sp | Fr | H | 2280 |
| Triumph Sedan | 4-2.48x2.99 | 37-5000 | 57.8 | 8.00 | IL | IH | AA | Ch | 84.0 | 48.5 | 48.5 | 147.0 | 58.0 | 59.0 | 5.20/13 | abce | 1-Do | Pu | HS | 4 | Hy | 4.55 | Sp | Fr | H | |
| Sports | 4-3.27x3.62 | 100-5000 | 121.5 | 8.50 | IL | IH | AA | Ch | 88.0 | 45.0 | 45.5 | 151.0 | 55.5 | 60.0 | 6.50/15 | abcde | 2-Ho | Pu | HS | 4 | Hy | 3.70 | Sp | Fr | H | 2009 |
| Vauxhall Victor | 4-3.13x3.00 | 52-4000 | 92.0 | 6.80 | IL | IH | AA | Ch | 98.0 | 50.0 | 50.0 | 167.5 | 62.5 | 58.9 | 5.60/13 | abce | 1-Do | Pu | HS | 3 | Hy | 4.13 | Sp | Fr | H | 2125 |
| Velox | 6-3.13x3.00 | 78-4200 | 138.0 | 6.80 | IL | IH | AA | Ch | 105.0 | 54.0 | 54.0 | 177.7 | 68.5 | 58.4 | 6.40/13 | abce | 1-Do | Pu | HS | 3 | Hy | 4.11 | Sp | Fr | H | 2489 |
| Cresta | 6-3.13x3.00 | 78-4200 | 138.0 | 6.80 | IL | IH | AA | Ch | 105.0 | 54.0 | 54.0 | 177.7 | 68.5 | 58.4 | 6.40/13 | abce | 1-Do | Pu | HS | 3 | Hy | 4.11 | Sp | Fr | H | 2528 |
| Wolseley 1500 | 4-2.88x3.50 | 50-4200 | 90.9 | 7.20 | IL | IH | AA | Ch | 86.0 | 50.9 | 50.3 | 151.8 | 61.0 | 59.8 | 5.00/14 | abce | 1-Sd | Pu | HS | 4 | Hy | 3.73 | Sp | Fr | H | |
| 15-50 | 4-2.88x3.50 | 55-4400 | 91.0 | 8.30 | IL | IH | AA | Ch | 102.0 | 50.6 | 51.0 | 173.0 | 61.0 | 60.0 | 5.60/15 | abce | 1-SSd | Pu | HS | 4 | Hy | 4.88 | Sp | Fr | H | 2500 |
| 6-90 Series III | 6-3.13x3.50 | 97-4750 | 161.0 | 8.30 | IL | IH | AA | Ch | 113.5 | 54.4 | 54.5 | 188.0 | 67.0 | 62.0 | 6.40/15 | abce | 2-SH | Pu | HS | 4 | Hy | 4.10 | Sp | Fr | H | 3248 |
| **AUSTRALIA** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Holden FE/217 | 6-3.00x3.13 | 70-4000 | 132.5 | 6.80 | IL | IH | AA | HG | 105.0 | 54.5 | 54.5 | 176.0 | 66.9 | 60.9 | 6.40/13 | abce | 1-SD | Pu | HS | 3 | Hy | 3.89 | Sp | Fr | H | 2323 |
| FE/219 | 6-3.00x3.13 | 70-4000 | 132.5 | 6.80 | IL | IH | AA | HG | 105.0 | 54.5 | 54.5 | 176.0 | 66.9 | 61.0 | 6.40/13 | abce | 1-SD | Pu | HS | 3 | Hy | 3.89 | Sp | Fr | H | 2515 |
| **AUSTRIA** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Steyre-Daimler-Puch 2000 | 4-2.50x2.59 | 86-4600 | 122.0 | 7.50 | IL | IH | AA | | 104.3 | 52.2 | 52.4 | 170.5 | 65.3 | 62.6 | 6.40/14 | | 1- | Pu | HS | 5 | Hy | 4.63 | | Fr | H | 2640 |
| 2300 Sport | 4-3.51x3.43 | 95-4300 | 136.6 | 8.00 | IL | IH | AA | Ch | 103.3 | 51.9 | 51.6 | 170.5 | 65.2 | 62.6 | 6.40/14 | abce | 1-DD | Pu | HS | 4 | Hy | 4.10 | Sp | Fr | H | 2660 |
| **CZECHOSLOVAKIA** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Skoda S-440 | 4-2.68x2.96 | 40-4200 | 66.5 | 7.00 | IL | IH | AA | Ch | 94.5 | 47.6 | 49.3 | 160.5 | 63.0 | 56.4 | 5.50/15 | abce | 1-Do | Pu | HS | 4 | SB | 4.78 | TF | FR | H | 1970 |
| 445 | 4-2.84x2.96 | 45-4200 | 74.4 | 7.00 | IL | IH | AS | Ch | 94.5 | 47.6 | 49.3 | 160.5 | 63.0 | 56.4 | 5.50/15 | abce | 1-Do | Pu | HS | 4 | SB | 4.78 | TA | FR | H | 1970 |
| S-1201 | 4-2.84x2.96 | 45-4200 | 74.4 | 7.00 | IL | IH | AA | Ch | 105.8 | 49.3 | 52.0 | 177.2 | 66.5 | 59.8 | 6.00/15 | abce | 1-Do | Pu | HS | 4 | SB | 5.25 | TF | FR | H | 2264 |
| 450 Roadster | 4-2.68x2.96 | 50-5500 | 66.5 | 8.40 | IL | IH | AS | Ch | 94.5 | 47.6 | 49.3 | 160.5 | 63.0 | | 5.50/15 | acde | 2-Do | Pu | HS | 4 | SB | 4.78 | TA | FR | H | 1970 |
| T603 | 8-2.95x2.84 | 100-4800 | 155.5 | 6.50 | V | IH | AA | Ch | 108.4 | 55.4 | 55.4 | 199.0 | 74.0 | 60.0 | 6.50/15 | ace | 2-Do | Pu | HS | 4 | SB | 4.70 | Sp | FR | H | 3180 |
| **FRANCE** | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bugatti 101 | 8-2.82x3.94 | 200-5500 | 199.0 | 6.50 | IL | IH | AA | HG | 130.0 | 53.2 | 53.2 | 212.4 | 65.0 | 65.0 | 6.00/17 | abcde | 1-DD | Pu | HS | 4 | SB | | TA | N | H | |
| Citroen 2CVAZ | 2-2.60x2.44 | 12-3500 | 25.9 | 6.25 | HO | IH | AA | HG | 94.5 | 49.6 | 49.6 | 149.0 | 58.3 | 63.0 | 4.90/15 | abce | 1-Do | AC | HS | 4 | SB | 4.84 | | FR | H | 1078 |
| ID-19 | 4-3.10x3.90 | 63-4500 | 116.4 | 6.80 | IL | IH | AA | Ch | 122.0 | 58.5 | 50.7 | 189.0 | 70.5 | 58.0 | 6.50/15 | abce | 1-Do | Pu | HS | 4 | SB[3] | 3.89 | TA | FR | H | 2420 |
| DS-19 | 4-3.07x3.94 | 75-4500 | 116.5 | 7.50 | IL | T | AS | Ch | 123.2 | 59.1 | 51.4 | 189.0 | 70.5 | 58.0 | (5) | abce | 1-DD | Pu | | 4 | SB | 3.89 | | FR | H | 2468 |
| Facel-Vega Typhoon | 8- | 360- | | | V | | | | 104.7 | 56.0 | 57.0 | 180.0 | 70.8 | 53.0 | 6.70/15 | | 1-FB | | Au | 4 | Hy | 3.31 | | Fr | HV | 3885 |
| Panhard Cabriolet | 2-1.78x2.85 | 42-5000 | 14.2 | 7.25 | HO | IH | AA | N | 83.9 | 44.7 | 44.7 | 145.7 | 59.1 | 51.2 | 5.70/15 | N | 1-DD | AC | HS | 4 | | | | FR | H | |
| Dyna 58 | 2-1.78x2.85 | 42-5000 | 14.2 | 7.25 | HO | IH | AA | N | 101.4 | 51.2 | 51.2 | 179.9 | 63.0 | 57.1 | 5.70/15 | N | 1-DD | AC | HS | 4 | | | | FR | H | |
| Peugeot 203 | 4-2.92x2.84 | 45- | 78.6 | 7.10 | IL | IH | | | 101.0 | 52.8 | 52.0 | 171.0 | 63.5 | 59.0 | 6.00/15 | | 1-Do | | HS | 4 | Wo | | | Fr | H | 1775 |
| 403 | 4-3.12x2.85 | 58- | 89.5 | | IL | IH | | | 105.0 | 52.8 | 52.0 | 176.0 | 65.8 | 58.0 | | | 1- | | HS | 4 | Wo | | | Fr | H | |

For abbreviations see page 145

*For Directory of Car Manufacturers listed above, see Table of Contents*

# FOREIGN PASSENGER CARS—*continued*

| MAKE AND MODEL | ENGINE: Number of Cylinders Bore and Stroke (In.) | ENGINE: Maximum Brake Hp. at Specified R.P.M. | ENGINE: Piston Displacement (Cu. In.) | ENGINE: Compression Ratio (To —1) | ENGINE: Cylinder Arrangement | ENGINE: Valve Location | ENGINE: Piston Material | ENGINE: Camshaft Drive | GENERAL DATA: Wheelbase (In.) | GENERAL DATA: TREAD Front (In.) | GENERAL DATA: TREAD Rear (In.) | GENERAL DATA: OVERALL DIMENSIONS (In.) Length Including Bumpers and Bumper Guards | GENERAL DATA: OVERALL DIMENSIONS (In.) Width | GENERAL DATA: OVERALL DIMENSIONS (In.) Height—Road to Roof, No Load | GENERAL DATA: Tires (In.) | GENERAL DATA: Oil Pressure to— | GENERAL DATA: Carburetors—No. Used and Type | GENERAL DATA: Cooling System | GENERAL DATA: Shifting Method | GENERAL DATA: No. of Forward Speeds | REAR AXLE: Final Drive Type | REAR AXLE: Gear Ratio (To —1) | REAR AXLE: Torque Taken By | Independent Suspension | Service Brakes | Shipping Weight (Lb.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FRANCE—*continued*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Renault R-1062 Series | 4 2.15x3.15 | 26 4300 | 45.6 | 7.25 | IL | IH | AS | HG | 82.7 | 47.9 | 48.0 | 143.2 | 56.3 | 57.9 | 5.00/15 | abce | 1-SD | Pu | HS | 3 | SB | 4.71 | | FR | H | 1257 |
| R-1090 | 4 2.28x3.15 | 30-4250 | 51.5 | 7.25 | IL | IH | AS | HG | 89.5 | 49.3 | 48 0 | 155.6 | 60.0 | 56 8 | 5.00/15 | abce | 1-SD | Pu | HS | 3 | SB | 4.37 | | FR | H | 1340 |
| R-1091 | 4 2.28x3.15 | 38-5000 | 51.5 | 7.60 | IL | IH | AS | HG | 89.5 | 49.3 | 48.0 | 155.6 | 60.0 | 56 8 | 5.00/15 | abce | 1-SD | Pu | HS | 4 | SB | 4.37 | | FR | H | 1340 |
| R-1103 | 4 3.46x3.46 | 77-4000 | 130.7 | 7.00 | IL | IH | AS | HG | 110.2 | 55.1 | 55.1 | 185 0 | 67.7 | 63 0 | 6.40/15 | abce | 1-SD | Pu | HS | 4 | Hy | 3.89 | TA | FR | H | 2866 |
| R-1104 | 4 3.46x3.46 | 80-4000 | 130.7 | 7.50 | IL | IH | AS | HG | 110.2 | 55.1 | 55.1 | 185.6 | 67.7 | 63.0 | 6.40/15 | abce | 1-SD | Pu | HS | 3 | Hy | 3.89 | TA | FR | H | 3042 |
| Rovin 3CVCD4 | 2-2.76x2.36 | 13-3200 | 28.2 | | HO | | | | 71.0 | 38.6 | 38.6 | 124.0 | 45.3 | 49.3 | 3.50/10 | | 1-SU | | HS | 3 | | | | Sp | FR | M | |
| Simca Ariane | 4 2.88x2.92 | 48-4800 | 78.6 | 6.70 | IL | IH | AS | Ch | 105.0 | 53.5 | 52.5 | 176.0 | 68 5 | 57.7 | 6.40/13 | abc | 1-SD | Pu | HS | 4 | Hy | 4.50 | Sp | Fr | H | 2350 |
| Vedette | 8-2.58x3.34 | 84-4800 | 144.3 | 7.50 | V | L | AS | HG | 105.3 | 53.5 | 52.5 | 186.0 | 69.0 | 57.7 | 6.40/15 | abc | 1-DD | Pu | HS | 3 | Hy | 3.90 | Sp | Fr | H | 2745 |
| Talbot 2.5cc Lago Amer. | 8-2.82x2.92 | 125-5000 | 146.0 | 7.60 | V | IH | AA | Ch | 97.5 | 50.7 | 50.7 | 163.8 | 64.0 | 51.9 | 6.00/16 | abcd | 1-DD | Pu | HS | 4 | | 3.92 | Sp | Fr | H | 2205 |
| **GERMANY** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auto Union AU 1000 | 3-2.88x2.96 | 44-4500 | 59.8 | 7.25 | IL | N | AA | N | 91.6 | 50.4 | 52.6 | 165.0 | 66.1 | 57.1 | 5.60/ | N | 1-Dc | TS | HS | 4 | | | | Fr | H | |
| AU 1000 Sp | 3-2.88x2.98 | 50-4500 | 59.8 | 8.00 | IL | N | AA | N | 91.6 | 50.4 | 52.6 | 165.0 | 65.5 | 52.0 | 5.60/15 | N | 1-Do | Pu | HS | 4 | | | | Fr | H | |
| BMW Isetta Export 300 | 1-2.83x2.87 | 16-5200 | 18.0 | 7.00 | | IH | AA | Ch | 59.0 | 47.3 | 20.5 | 92.6 | 54.3 | 52.7 | 4.80/10 | abe | | AC | HS | 4 | Ch | 2.31 | TaS | FR | H | 770 |
| Kleinwagen BMW 600 | 2-2.91x2.67 | 23-4000 | 35.7 | 6.50 | HO | IH | AA | G | 66.9 | 48.0 | 45.7 | 114.0 | 55.2 | 54.0 | 5.20/10 | abe | | AC | HS | 4 | BG | 5.43 | TA | FR | H | 1130 |
| 502-3, 2 | 8-3.22x2.95 | 140-4800 | 193.0 | 7.20 | V | IH | AA | Ch | 111.6 | 52.3 | 55.7 | 186.0 | 70.0 | 60.0 | 6.40/15 | abcde | 1-DD | Pu | HS | 4 | Hy | 3.89 | TA | FR | H | 3100 |
| 503 | 8-3.22x2.95 | 162-4800 | 193.0 | 7.30 | V | IH | AA | Ch | 111.6 | 55.0 | 55.9 | 187.0 | 67.0 | 56.4 | 6.00/16 | abcde | 2-DD | Pu | HS | 4 | Hy | 3.90 | TA | FR | H | 3250 |
| 507 | 8-3.22x2.95 | 173-5000 | 193.0 | 7.80 | V | IH | AA | Ch | 97.5 | 56.8 | 56.0 | 172.4 | 66.0 | 50.0 | 6.00/16 | abcde | 2-DD | Pu | HS | 4 | Hy | 3.70 | TA | FR | H | 2770 |
| Borgward Isabella | 4-2.92x3.30 | 60-4700 | 91.0 | 7.20 | IL | IH | AA | SG | 101.5 | 52.0 | 53.0 | 171.6 | 66.5 | 57.1 | 5.90/13 | abce | 1-Do | Pu | HS | 4 | Hy | 3.90 | Sp | FR | H | 2205 |
| Isabella TS | 4 2.92x3.30 | 75-5200 | 91.0 | 8.20 | IL | IH | AA | SG | 101.5 | 52.0 | 53.0 | 171.6 | 66.5 | 57.1 | 5.90/13 | abe | 1-Do | Pu | HS | 4 | Hy | 3.90 | Sp | FR | H | 2320 |
| DKW 3-6 | 3 2.77x2.96 | 40-4250 | 54.7 | | IL | N | AA | N | 92.0 | 50.0 | 53.0 | 166.0 | 66.0 | 57.5 | 5.60/15 | N | 1-Do | TS | HS | 4 | Stb | 4.72 | | FR | H | 1700 |
| Ford Taunus 12M | 4 2.50x3.64 | 43-4250 | 71.5 | 6.80 | IL | L | AS | HG | 98.0 | 48.0 | 48.0 | 160.0 | 62.2 | 61.0 | 5.60/13 | abce | 1-SD | Pu | HS | 3 | Hy | 4 44 | Sp | Fr | H | 1810 |
| Taunus 15M | 4 3.23x2.79 | 60-4500 | 91.4 | 6.50 | IL | IH | AS | HG | 98.0 | 48.0 | 48.0 | 160.0 | 62.2 | 61.0 | 5.60/13 | abce | 1-SD | Pu | HS | 3 | Hy | 4 11 | Sp | Fr | H | 1904 |
| Taunus 17M | 4 3.31x3.02 | 67-4400 | 103.6 | 7.10 | IL | IH | AS | HG | 102.5 | 50.0 | 50.0 | 172.3 | 64.9 | 59.0 | 5.90/13 | abce | 1-SD | Pu | HS | 3 | Hy | 3.90 | Sp | Fr | H | 2148 |
| Goliath 1100 | 4 2.91x2.52 | 46-4250 | 65.8 | 7.30 | HO | IH | | | 89.4 | 50.8 | 49.2 | 160.0 | 64.0 | 57.0 | 5.60/13 | | 1-Do | | HS | 4 | BG[3] | 4 71 | | Fr | H | 1896 |
| 1100 Luxus | 4 2.88x2.50 | 62-5000 | 66.8 | 7.90 | HO | | | | 89.0 | 51.0 | 49.5 | 158.0 | 64.0 | 57.0 | | | 2-Do | | HS | 4 | BG[3] | 4.71 | | | | 1890 |
| Lloyd 600 Alexander | 2-3.03x2.52 | 24-4500 | 34.4 | 6.60 | IL | IH | AA | Ch | 78.8 | 41.3 | 43.3 | 134.0 | 55.5 | 55.1 | 4.25/15 | a | 1-Do | AC | HS | 4 | HSg[3] | 4.87 | Sp | FR | H | 1193 |
| Mercedes-Benz 180D | 4-2.95x3.94 | 46-3500 | 107.8 | 19.00 | IL | IH | AA | Ch | 104.3 | 56.1 | 57.5 | 175.6 | 68.5 | 61.4 | 6.40/13 | abcde | Inj | Pu | HS | 4 | Hy | 3.70 | TA | | H | 2470 |
| 180A | 4 3.34x3.29 | 74-4700 | 115.7 | 6.80 | IL | IH | AA | Ch | 104.3 | 55.9 | 57.5 | 175.6 | 68.5 | 61.4 | 6.40/13 | abcde | 1-Do | Pu | HS | 4 | Hy | 3.90 | TA | FR | H | 2390 |
| 190 | 4 3.34x3.29 | 84-4800 | 115.7 | 7.50 | IL | IH | AA | Ch | 104.3 | 56.3 | 57.9 | 176.6 | 68.5 | 61.4 | 6.40/13 | abcde | 1-Do | Pu | HS | 4 | Hy | 4.10 | TA | FR | H | 2450 |
| 219 | 6 3.16x2.86 | 100-5000 | 134.0 | 8.70 | IL | IH | AA | Ch | 108 3 | 56.3 | 57.9 | 183.1 | 68.5 | 61.4 | 6.40/13 | abcde | 1-Do | Pu | HS | 4 | Hy | 4.10 | TA | FR | H | 2580 |
| 220S | 6 3.16x2.86 | 120-5200 | 134.0 | 8.70 | IL | IH | AA | Ch | 111.0 | 56.3 | 57.9 | 185.6 | 68.5 | 61.4 | 6.70/13 | abcde | 2-Do | Pu | HS | 4 | Hy | 4.10 | TA | FR | | 2730 |
| 190SL | 4 3.34x3.29 | 120-5800 | 115.7 | 8.50 | IL | IH | AA | Ch | 94.5 | 56.3 | 57.9 | 166.0 | 68.5 | 52.0 | 6.40/13 | abcde | 2- | Pu | HS | 4 | Hy | 3.90 | TA | FR | | 2340 |
| 300d | 6 3.34x3.47 | 180-5500 | 183.0 | 8.55 | IL | IH | AA | Ch | 124.0 | 58 3 | 60.0 | 204.3 | 73.2 | 64.0 | 7.60/15 | abcde | Inj | Pu | Au | 3 | Ch | 5.11 | TA | FR | | 4160 |
| 300SL | 6 3.34x3.47 | 240-6100 | 183.0 | 8.55 | IL | IH | AA | Ch | 94.5 | 55.0 | 57.0 | 180.0 | 70.5 | 51.2 | 6.70/15 | abcde | Inj | Pu | HS | 4 | Hy | 3.89 | TA | FR | H | 2730 |
| Opel Olympia, Rekord | 4-3.15x2.91 | 51-4200 | 90.8 | 6.90 | IL | IH | AS | HG | 100.0 | 49.6 | 50.0 | 174.0 | 63.6 | 58.7 | 5.60/13 | abcde | 1-Do | Pu | HS | 3 | Hy | 3.90 | Sp | Fr | H | 1911 |
| Kapitan | 6-3.15x3.23 | 81-4000 | 150.9 | 7.10 | IL | IH | AS | HG | 108.3 | 54.0 | 54.0 | 186.0 | 69.3 | 61.4 | 6.40/13 | abcde | 1-Do | Pu | HS | 3 | Hy | 3.90 | Sp | Fr | H | 2568 |
| Porsche 356A/1600S | 4-3.25x2.91 | 75-5000 | 96.5 | 8.50 | HO | IH | AA | HG | 82.7 | 51.4 | 50.1 | 155.8 | 65.6 | 51.5 | 5.60/15 | | 2-Do | AC | HS | 4 | SB | 4.43 | Ta S | Fr | H | 1874 |
| Volkswagen 1/11 | 4-3.03x2.52 | 36-3700 | 72.7 | 6.60 | HO | IH | AS | HG | 94.5 | 51.4 | 49.2 | 160.2 | 60.6 | 59.1 | 5.60/15 | abc | 1-SD | AC | HS | 4 | SB | 4.40 | TA | FR | [6] | 1530 |
| 1/14 | 4-3.03x2.52 | 36-3700 | 72.7 | 6.60 | HO | IH | AS | HG | 94 5 | 51.4 | 49.2 | 162.3 | 64.2 | 52.2 | 5.60/15 | abc | 1-SD | AC | HS | 4 | SB | 4.40 | TA | FR | H | 1650 |
| 2/22 | 4-3.03x2.52 | 36-3700 | 72.7 | 6.60 | HO | IH | AS | HG | 94.5 | 53.9 | 53.5 | 165.0 | 68.0 | 76.5 | 6.40/15 | abc | 1-SD | AC | HS | 4 | SDR | 6.20 | TA | FR | H | 2370 |
| Zundapp 250 | 2-2.61x2.73 | 14-5000 | 29.2 | 6.70 | | N | AA | N | 71.2 | | | 114.0 | 55.2 | 55.1 | 4.40/12 | abd | 1-St | AC | HS | 4 | SB | 2.69 | | FR | H | 940 |
| **ITALY** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alfa-Romeo Giulietta Sedan | 4-2.92x2.96 | 50-5200 | 78.7 | 7.50 | IL | IH | AA | Ch | 93.8 | 50.4 | 50.4 | 157.2 | 61.3 | 55.4 | 6.10/15 | abcde | 1-SD | Pu | HS | 4 | Hy | 4.55 | TT | Fr | H | 1937 |
| 1900/AR52 | 4 3.25x3.46 | 65-4400 | 114.9 | 7.00 | IL | IH | AA | Ch | 86 8 | 51.1 | 51.1 | 138.5 | 58.2 | 71.6 | 6.40/16 | abe | 1-SD | Pu | HS | 8 | SB | 4.10 | Sp | Fr | H | 2870 |
| Giulietta Spider | 4-2.92x2.96 | 65-6000 | 78.7 | 8.00 | IL | IH | AA | Ch | 86.6 | 50.0 | 50.0 | 150.5 | 61.1 | 52.4 | 6.10/15 | abcde | 1-DD | Pu | HS | 4 | Hy | 4.55 | TT | Fr | H | 1760 |
| Giulietta Sprint | 4-2.95x2.95 | 65-6000 | 78.7 | 8.00 | IL | IH | AA | Ch | 93.7 | 50.0 | 50.0 | 153.5 | 60.6 | 51.2 | 6.10/15 | abcde | 1-DD | Pu | HS | 4 | Hy | 4.55 | TT | Fr | H | 1764 |
| 1900 Primevera | 4-3.32x3.47 | 90-4800 | 120.5 | 7.50 | IL | IH | AA | Ch | 103.5 | 52.0 | 52.0 | 173.2 | 63.0 | 58.7 | 6.50/15 | abce | 1-SD | Pu | HS | 4 | Hy | 4.10 | | Fr | H | 2410 |
| 1900 Super | 4-3.33x3.46 | 90-5200 | 120.5 | 7.50 | IL | IH | AA | Ch | 103.5 | 52.0 | 52.0 | 174.8 | 63.0 | 58.7 | 6.50/15 | abcde | 1-SU | Pu | HS | 4 | Hy | 4.10 | TT | Fr | H | 2513 |
| 1300 Super Spider | 4-2.92x2.96 | 90-6000 | 78.7 | 9.00 | IL | IH | AA | Ch | 86.6 | 50.7 | 50.0 | 152.0 | 62.3 | 52.5 | 6.10/15 | abce | 2-DD | Pu | HS | 4 | Hy | 4.10 | TT | Fr | H | |
| 1300 Sprint Veloce | 4-2.92x2.96 | 90-6000 | 78.7 | 9.00 | IL | IH | AA | Ch | 93.7 | 50.7 | 50.0 | 157.0 | 60.5 | 52.0 | 6.10/15 | abce | 2-DD | Pu | HS | 4 | Hy | 4.10 | TT | Fr | H | 1730 |
| Giulietta Sprint Spec. | 4-2.88x2.92 | 100-6000 | 197.0 | 9.50 | IL | IH | AA | Ch | 85.8 | 50.3 | 49.5 | | | | | abc | 1-Du | Pu | HS | 4 | IG | 4.10 | Ta S | Fr | H | |
| 2000 | 4 3.30x3.43 | 105-5300 | 301.0 | 8.25 | IL | IH | AA | Ch | 103.5 | 55.1 | 53.9 | 174.8 | 63.0 | 59.0 | 6.40/15 | abc | 1-DD | Pu | HS | 5 | IG | 4.78 | Ta S | Fr | H | 2830 |
| 1900C Spider Sprint | 4-3.33x3.46 | 115-5500 | 120.5 | 8.00 | IL | IH | AA | Ch | 98.4 | 51.3 | 51.3 | 176.2 | 63.4 | 52.2 | 6.50/15 | abcde | 2-DD | Pu | HS | 5 | Hy | 4.55 | TT | Fr | H | 2205 |
| 1900TI Super | 4-3.33x3.46 | 115-5500 | 120.5 | 8.00 | IL | IH | AA | Ch | 103.5 | 52.0 | 52.0 | 174.8 | 63.0 | 58.7 | 6.50/15 | abcde | 2-DD | Pu | HS | 4 | Hy | 4.10 | TT | Fr | H | 2513 |
| Ferrari 250 Grandturismo | 12-2.84x2.30 | 240-7000 | 180.0 | 8.50 | V | IH | AA | Ch | 101.5 | 52.7 | 52.5 | 140.5 | 54.0 | | 6.00/16 | | 3-Up | Pu | HS | 4 | | | | Fr | MH | 2320 |
| 410 Super America | 12-3.43x2.65 | 340-6000 | 303.0 | 8.50 | V | IH | AA | Ch | 109.0 | 56.7 | 56.5 | | | | 6.50/16 | | 3-Up | Pu | HS | 4 | | | | Fr | MH | 2650 |
| Fiat 500 | 2-2.58x2.73 | 15-4000 | 29.3 | 6.55 | IL | | | | 72.7 | 43 3 | 44.3 | 116 0 | 51.5 | 50.0 | 5.00/15 | | 1- | | HS | 4 | | 5.15 | | FR | | 1535 |
| 600 | 4 2.36x2.20 | 22-4600 | 38.8 | 7.50 | IL | IH | AA | Ch | 78.7 | 45.2 | 45.4 | 126.6 | 54.3 | 55.3 | 5.20/12 | abc | 1-SD | Pu | HS | 4 | SB | 5.27 | | FR | H | 1230 |
| 600 Multiple | 4 2.36x2.20 | 22-4600 | 38.8 | 7.50 | IL | IH | AA | Ch | | | | | | | 5.20/12 | abc | 1- | Pu | HS | 4 | | 6.45 | | FR | H | 1540 |

For abbreviations see page 145

***For Directory of Car Manufacturers listed above, see Table of Contents***

# FOREIGN PASSENGER CARS—*concluded*

| MAKE AND MODEL | ENGINE: Number of Cylinders Bore and Stroke (In.) | ENGINE: Maximum Brake Hp. at Specified R.P.M. | ENGINE: Piston Displacement (Cu. In.) | ENGINE: Compression Ratio (To —1) | ENGINE: Cylinder Arrangement | ENGINE: Valve Location | ENGINE: Piston Material | ENGINE: Camshaft Drive | GENERAL DATA: Wheelbase (In.) | GENERAL DATA: TREAD Front (In.) | GENERAL DATA: TREAD Rear (In.) | GENERAL DATA: OVERALL DIMENSIONS (In.) Length Including Bumpers and Bumper Guards | GENERAL DATA: OVERALL DIMENSIONS (In.) Width | GENERAL DATA: OVERALL DIMENSIONS (In.) Height—Road to Roof, No Load | GENERAL DATA: Tires (In.) | GENERAL DATA: Oil Pressure to— | GENERAL DATA: Carburetors—No. Used and Type | GENERAL DATA: Cooling System | GENERAL DATA: Shifting Method | GENERAL DATA: No. of Forward Speeds | REAR AXLE: Final Drive | REAR AXLE: Gear Ratio (To —1) | REAR AXLE: Torque Taken By | Independent Suspension | Service Brakes | Shipping Weight (Lb.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ITALY—*continued*** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fiat—Continued | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1400-B Diesel | 4-3.23x3.54 | 43-3200 | 116.0 | 20.00 | IL | IH | AA | HG | 104.3 | 52.4 | 52.2 | 169.5 | 65.2 | 62.6 | 6.40/14 | abc | Inj | Pu | HS | 4 | Hy | 4.10 | TA | Fr | H | 2620 |
| 1100 | 4-2.65x2.92 | 43-4800 | 66.5 | 7.00 | IL | | | | 91.5 | 48.0 | 47.4 | 153.0 | 57.0 | 55.5 | 5.20/14 | | 1- | Pu | HS | 4 | | 4.30 | | Fr | | 2680 |
| 1200 | 4-2.81x2.92 | 55-5300 | 73.8 | 8.00 | IL | | | | 91.3 | 48.0 | 47.4 | 153.0 | 57.0 | 54.6 | 5.20/14 | | 1- | Pu | HS | 4 | | 4.30 | | Fr | H | 2782 |
| 1400-B | 4-3.23x2.60 | 58-4600 | 85.0 | 7.50 | IL | IH | AA | Ch | 104.3 | 52.2 | 52.0 | 169.5 | 65.2 | 62.0 | 5.90/14 | abc | 1-DD | Pu | HS | 4 | Hy | 4.45 | TA | Fr | H | 2480 |
| 1900-B | 4-3.23x3.54 | 80-4000 | 116.0 | 7.50 | IL | IH | AA | Ch | 104.3 | 52.4 | 52.2 | 169.5 | 65.2 | 62.6 | 6.40/14 | abc | 1-DD | Pu | HS | 5 | Hy | 4.30 | TA | Fr | H | 2640 |
| Iso Isetta | 1-1.89x2.60 | 10-4500 | 7.3 | 6.50 | IL | N | AA | N | 59.1 | 47.2 | 19.7 | 88.6 | 52.8 | 52.0 | 4.50/10 | N | 1-St | AC | HS | 4 | Ch | | Sp | Fr | H | 728 |
| Lancia C-10 Appia | 4-2.68x2.95 | 44-4800 | 66.5 | 7.40 | V | IH | AA | Ch | 98.8 | 46.4 | 46.5 | 158.0 | 58.0 | 55.3 | 5.60/15 | abce | 1-St | Pu | HS | 4 | Hy | 5.22 | | Fr | H | 1900 |
| Flaminia | 6-3.15x3.21 | 100-4800 | 150.0 | 7.80 | V | | | | 113.0 | 54.8 | 54.0 | 196.0 | 69.0 | 57.5 | 6.30/15 | abce | | | | | | 3.90 | | | | 3060 |
| Aurelia GT-2500 | 6-3.07x3.37 | 112-5000 | 149.9 | 8.40 | V | IH | AA | Ch | 104.3 | 50.1 | 51.2 | 169.0 | 61.0 | 53.5 | 6.50/15 | abce | 1-Dt | Pu | HS | 4 | SB | 4.27 | | Fr | H | 2635 |
| Maserati A6-G/2000 | 6-3.01x2.83 | 125-6000 | 121.0 | 8.50 | IL | IH | AA | Ch | 100.4 | 53.5 | 48.0 | 164.0 | 60.0 | 51.0 | 6.00/16 | abce | 3- | Pu | Pr | 4 | SB | 4.75 | TT | Fr | H | 1850 |
| 150/S | 4-3.11x2.76 | 140-7500 | 90.5 | 8.75 | IL | IH | AA | HG | 86.7 | 49.3 | 47.3 | 145.0 | 57.0 | 30.0 | (7) | abcde | 2-Dt | Pu | Pr | 4 | Hy | Var | TT | FR | H | 1400 |
| 200/SI | 4-3.62x2.96 | 180-7200 | 121.5 | 9.50 | IL | IH | AA | HG | 86.5 | 49.3 | 47.3 | 165.0 | 57.0 | 31.0 | 6.00/16 | abce | 3-Dt | Pu | Pr | 4 | Hy | Var | TT | | H | |
| 3500/GT | 6-3.36x3.90 | 220-5500 | 183.0 | 8.50 | IL | IH | AA | Ch | 101.5 | 54.2 | 53.0 | 185.0 | 63.0 | 52.0 | 6.50/16 | abcde | 3-Dt | Pu | Pr | 4 | SB | 3.55 | TT | Fr | H | 2500 |
| 300/S | 6-3.31x3.54 | 260-6200 | 82.5 | 8.75 | IL | IH | AA | HG | 91.0 | 51.3 | 49.3 | 167.0 | 59.0 | 33.0 | (8) | abcde | 3-Dt | Pu | Pr | 4 | DR | Var | TT | FR | H | 1600 |
| 250/F | 6-3.31x2.95 | 270-7200 | 152.1 | 12.00 | IL | IH | AA | HG | 89.0 | 51.2 | 49.2 | 156.0 | 55.0 | 39.0 | (9) | abc | 3-Dt | Pu | Pr | 5 | ShR | Var | TT | Fr | H | 1400 |
| 450/S | 8-3.70x3.19 | 400-7000 | 274.0 | 9.00 | V | IH | AA | HG | 94.5 | 52.5 | 51.5 | 172.0 | 62.0 | 40.0 | (12) | abce | 4-Dt | Pu | Pr | 5 | DR | Var | TT | FR | H | |
| O. S. C. A. 187 | 4-2.42x2.42 | 70-7500 | 45.6 | 9.00 | IL | IH | AA | C-S | 82.0 | 44.7 | 44.0 | 145.0 | 53.7 | 34.9 | 5.20/14 | abc | 2-Dt | Pu | HS | 4 | StB | 5.37 | Sp | Fr | H | |
| 273 | 4-2.73x2.77 | 95-7000 | 66.5 | 9.50 | IL | IH | AA | C-S | 82.0 | 44.7 | 44.0 | 148.0 | 53.7 | 35.0 | (10) | abc | 2-Dt | Pu | HS | 4 | StB | 5.43 | Sp | Fr | H | |
| 372 | 4-3.10x3.07 | 135-6600 | 92.0 | 9.50 | IL | IH | AA | C-S | 82.0 | 44.8 | 44.0 | 156.0 | 54.6 | 39.0 | (11) | abc | 2-Dt | Pu | HS | 4 | StB | 5.45 | Sp | Fr | H | |
| **JAPAN** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nissan Datsun 210 | 4-2.87x2.32 | 34-4400 | 60.3 | 7.00 | IL | L | AA | Ch | 89.4 | 46.1 | 46.5 | 152.0 | 57.7 | 60.4 | 5.00/15 | abcde | 1-SD | Pu | HS | 4 | Hy | 5.57 | Sp | N | H | 1960 |
| Prince Skyline | 4-2.95x3.31 | 60-4400 | 90.6 | 7.50 | | IH | | | 99.8 | 52.7 | 54.2 | 168.5 | 65.9 | 60.5 | 6.40/14 | | | | HS | 4 | Hy | 4.63 | | Fr | H | 2789 |
| Toyopet Corona | 4-2.56x2.95 | 33-4500 | 60.1 | 7.00 | IL | L | AA | HG | 94.5 | 46.8 | 46.4 | 154.0 | 57.9 | 61.2 | 5.60/14 | abce | 1-SD | Pu | HS | 3 | Hy | 6.17 | Sp | Fr | H | 2015 |
| Crown RS | 4-3.03x3.07 | 60-4400 | 88.5 | 8.00 | IL | IH | AA | HG | 99.6 | 52.2 | 53.9 | 168.7 | 66.1 | 60.0 | 7.00/14 | abce | 1-SD | Pu | HS | 3 | Hy | 5.29 | Sp | Fr | H | 2530 |
| **SPAIN** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pegaso 102B/2.8 | 8-3.14x2.76 | -6300 | 171.5 | Var | V | IH | AA | HG | 92.0 | 52.0 | 50.8 | 162.0 | 63.0 | 51.0 | 6.00/16 | abc | 1-DD | Pu | HS | 5 | SB | Var | Sp | Fr | H | 2183 |
| 102B/3.2 | 8-3.35x2.76 | 200-6000 | 193.9 | Var | V | IH | AA | HG | 92.0 | 52.0 | 50.8 | 162.0 | 63.0 | 51.0 | 6.50/16 | abc | 2-FB | Pu | HS | 5 | SB | Var | Sp | Fr | H | 2183 |
| 102BS/2.8 | 8-3.14x2.76 | 250-6600 | 171.5 | Var | V | IH | AA | HG | 92.0 | 52.0 | 50.8 | 162.0 | 63.0 | 51.0 | 6.50/16 | abc | 1-DH | Pu | HS | 5 | SB | Var | Sp | Fr | H | 2340 |
| Z-103 | 8-3.46x3.25 | 270-5800 | 244.7 | 8.00 | V | IH | AA | Ch | 92.2 | 52.8 | 50.8 | 162.0 | 63.0 | 50.8 | 6.50/16 | abc | 1-DD | Pu | HS | 5 | SB | 3.58 | | Fr | H | 3190 |
| 102BSS/3.2 | 8-3.35x2.76 | 370-6000 | 193.9 | Var | V | IH | AA | HG | 92.0 | 52.0 | 50.8 | 162.0 | 63.0 | 51.0 | 6.50/16 | abc | 4-DH | Pu | HS | 5 | SB | Var | Sp | Fr | H | 2340 |
| S. E. A. T. 600 | 4-2.34x2.18 | 22-4800 | 38.4 | 7.00 | IL | IH | AA | Ch | 78.0 | 44.5 | 45.0 | 125.0 | 53.7 | 54.8 | 4.10/12 | abce | 1-Do | Pu | HS | 4 | Hy | 5.38 | | FR | H | 1292 |
| 1400 | 4-3.23x2.60 | 44-4400 | 85.1 | 6.70 | IL | IH | AA | Ch | 104.3 | 52.2 | 52.0 | 169.5 | 65.2 | 62.6 | 5.90/14 | abce | 1-DF | Pu | HS | 4 | Hy | 4.44 | Sp | Fr | H | 2380 |
| **SWEDEN** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAAB 92-B | 2-3.15x2.99 | 28-4000 | 46.6 | 6.60 | IL | N | AA | N | 97.2 | 46.4 | 46.4 | 155.5 | 53.7 | 57.0 | 5.00/15 | N | 1-SD | TS | HS | 3 | HG | 5.35 | | FR | H | 1725 |
| 93 | 3-2.60x2.88 | 38-5000 | 45.6 | 7.30 | IL | N | AA | N | 98.4 | 48.0 | 48.0 | 157.1 | 61.5 | 57.1 | 5.00/15 | N | 1-St | Pu | HS | 3 | HG | 5.13 | | FR | H | 1734 |
| 93-B | 3-2.59x2.87 | 38-5000 | 46.0 | 7.30 | IL | N | AA | N | 98.0 | 48.0 | 48.0 | 158.0 | 62.0 | 49.0 | 5.00/15 | N | 1-St | Pu | HS | 3 | HG | 5.23 | | FR | H | 1735 |
| Volvo PV-444 Std. | 4-3.13x3.15 | 60-4500 | 98.0 | 7.40 | IL | IH | AA | HG | 102.3 | 51.0 | 51.8 | 177.0 | 62.0 | 62.0 | 5.90/15 | abc | 1-SD | Pu | HS | 3 | Hy | 4.56 | TA | Fr | H | 2100 |
| PV-445 Std. | 4-3.13x3.15 | 60-4500 | 98.0 | 7.40 | IL | IH | AA | HG | 102.3 | 51.0 | 51.8 | 174.0 | 63.0 | 66.0 | 6.00/15 | abc | 1-SD | Pu | HS | 3 | Hy | 4.56 | Sp | Fr | H | 2350 |
| Amazon Std. | 4-3.13x3.15 | 60-4500 | 98.0 | 7.40 | IL | IH | AA | HG | 102.3 | 51.8 | 51.8 | 173.0 | 63.5 | 59.5 | 5.90/15 | abc | 1-SD | Pu | HS | 3 | Hy | 4.56 | TA | Fr | H | 2170 |

**ABBREVIATIONS**

1—Fully automatic, preselective or hand shift optional.
2—Four barrel carburetor optional.
3—Front wheel drive.
4—Varies with different body styles.
5—Front, 6.50/15; rear, 6.00/15.
6—Mechanical or hydraulic.
7—Front, 5.25/16; rear, 5.50/16.
8—Front, 6.00/16; rear, 6.50/16.
9—Front, 5.50/16; rear, 7.00/16.
10—Front, 5.20/14; rear, 5.25/15.
11—Front, 5.25/15; rear, 5.90/15.
12—Front, 6.00/16; rear, 7.00/16.
a—Main bearings.
b—Connecting rod bearings.
c—Camshaft bearings.
d—Piston pins.
e—Timing chain or gears.
AA—Aluminum alloy.
AC—Air cooled.
AS—Aluminum alloy and steel strut.
AT—Aluminum alloy, tin plated.
Au—Automatic.
BG—Bevel gear.
Ch—Chain.
C-S—Chain and spur gear.
DD—Dual downdraft.
DF—Downdraft four barrel.
DH—Dual throat, horizontal.
Do—Downdraft.
DR—Double reduction.
Dt—Dual throat.
Du—Dual.
F—Valves in head and side.
FB—Four barrel.
Fr—Front. FR—Front and rear.
G—Gear.
H—Hydraulic.
HA—Hand shift or automatic.
HG—Helical gears.
HM—Front, hydraulic; rear, mechanical.
Ho—Horizontal.
HO—Horizontally opposed.
HS—Hand shift.
HSg—Helical spur gears.
HV—Hydraulic, vacuum assisted.
Hy—Hypoid.
IG—Internal gear.
IH—In head.
IL—In line.
Inj—Injectors.
L—Valves at side.
M—Mechanical.
MH—Mechanical and hydraulic.
N—No or none.
Pr—Preselective.
Pu—Pump.
RA—Radius arms.
SB—Spiral bevel.
SbR—Straight bevel, double reduction.
Sd—Semi-downdraft.
SD—Single throat, downdraft
SDR—Spiral bevel, double reduction.
SG—Spur gear.
Sh—Shaft.
SH—Single throat, horizontal.
Sp—Springs.
SSd—Single throat, semi-downdraft.
St—Single throat.
Stb—Straight bevel.
SU—Single throat, updraft.
T—Valves opposite.
TA—Torque arm.
TaS—Torque arms and springs.
TF—Torque forks.
TP—Thermo-syphon and pump.
TS—Thermo-syphon.
TT—Torque tube.
Up—Updraft.
V—"V" type.
Var—Various.
Wo—Worm.

*For Directory of Car Manufacturers listed above, see Table of Contents*

# 1958 / TRUCKS

**A complete table of Heavy-Duty Trucks will be found in the Construction and Off-Highway Equipment Section of this issue. See Pages 276-285.**

## KEY TO DEFINITIONS

### MAKE AND MODEL

Only Domestic Truck Models are listed.

### OPTIONAL UNITS

For the express purpose of best fitting the truck to the individual job most of the models listed can be provided with optional engines, transmissions, axles, etc., and these models when so equipped are considered standard stock models.

### CHASSIS LIST PRICE

The chassis list price applies to the minimum standard wheelbase with standard tires and standard equipment. All prices are F.O.B. factory. Chassis list price does not include the price of the Cab unless otherwise noted.

### RECOMMENDED GROSS VEHICLE WEIGHT FOR NORMAL SERVICE

The Gross Weights published herewith are those supplied by manufacturers as their Recommended Gross Vehicle Weights for Normal Operating Conditions, and are based upon the Maximum Authorized Tire Size listed. In actual practice the manufacturer may either increase or decrease the gross vehicle weight rating when either favorable or unfavorable operating conditions are involved. Since the proper performance of a motor truck depends upon many factors, including grades, road conditions, etc., the gross weights that a manufacturer is prepared to recommend will vary with particular conditions, and the manufacturer's own standard of safety factors. Specific recommendations, therefore, should be obtained from the manufacturer's representative.

### CHASSIS WEIGHT

The chassis weight listed includes the weight of the minimum standard wheelbase chassis, with cowl, with standard tires, with standard equipment, with crankcase and cooling system full, and 5 gallons of fuel in the tank. It does not include the weight of the Cab. This applies to C.O.E. as well as conventional chassis types. Exceptions are noted.

### STANDARD TIRE SIZE

The standard tire size listed is that which is included in the Chassis List Price.

### MAXIMUM AUTHORIZED TIRE SIZE

The tire size listed in this column is the maximum size recommended by the manufacturer of the chassis for the Gross Vehicle Weight for Normal Operating Conditions. It is furnished at extra cost, if it differs from the standard size. Dual rears are understood; exceptions noted.

### MINIMUM STANDARD WHEELBASE

The minimum standard wheelbase is the so-called standard wheelbase on which the Chassis List Price is based.

### MAXIMUM STANDARD WHEELBASE

The maximum standard wheelbase is the extreme end of the standard range of wheelbases offered by the chassis maker.

### MAXIMUM BRAKE HP.

Maximum Brake Horsepower at Given R.P.M. is actual dynamometer reading without accessories.

### GEAR RATIO RANGE

Gear Ratio Range in High—Ratios within the range given are available at no extra cost. Exceptions are noted.

### TRACTORS

Unless given the designation (N)—meaning not available as a tractor—all standard models may be assumed to be available as tractors. Exclusively Tractor models are designated (T).

## KEY TO ABBREVIATIONS

**MAKES—ALL**

**B**—Bendix.
**BL**—Brown-Lipe.
**Bu or Bud**—Buda.
**BW**—Bendix-Westinghouse.
**C**—Chevrolet.
**Cl or Cla**—Clark.
**Con**—Continental.
**Cu or Cum**—Cummins-Diesel.
**Deu**—Deutz Air Cooled Diesel engine.
**Eat**—Eaton.
**F**—Ford.
**Fu**—Fuller.
**G-H**—Goodyear-Hawley type.
**GMC**—General Motors Corp.
**H**—Hotchkiss.
**Her**—Hercules.
**HS**—Hall-Scott.
**Int.**—International Harvester.
**L**—Lockheed.
**LeR**—LeRoi.
**LH**—Lockheed front, Wagner "hi-Tork" rear.
**LT**—Lockheed type front Timken rear.
**LW**—Lockheed front, Wisconsin rear.
**M**—Midland.
**N.P.**—New Process.
**O or Ow**—Own.
**Op or Opt.**—Optional.
**Shu**—Shuler.
**Spi**—Spicer.
**T or Tim**—Timken-Detroit Axle Co.
**Tw**—Timken Detroit—Westinghouse.
**TW**—Timken-Detroit—Wisconsin.
**Var**—Variable.
**WG**—Warner Gear.
**Wau**—Waukesha.
**W or Wis**—Wisconsin.
**W-B**—Wagner or Bendix.
**WE**—Wagner Electric.
**Wg**—Wagner "hi-Tork."
**Ws**—Westinghouse.
**WW**—Westinghouse or Wagner.

**REAR AXLE**

**Final Drive and Type**

**B**—Bevel.
**CD**—Chain Drive.
**F**—Full-floating.
**H or Hy**—Hypoid.
**d**—Dual range axle.
2—Double Reduction.
**S**—Spiral bevel.
**W**—Worm.
¾—Three Quarters Floating.
½—Semi-Floating.
**T**—Torque Tube.
**FT**—Full-floating, tandem drive.

**GEAR RATIOS**

(**)—Only one ratio.

**Drive and Torque**

**H**—Hotchkiss (springs)
**R**—Radius Rods.
**L**—Parallel Torque Rods.
**T**—Torque Arm.

**GOVERNOR STANDARD**

**Y**—Yes.
**N**—No.

## KEY TO REFERENCES

**c.f.**—Cab Forward design.
**c.o.e.**—Cab-Over-Engine design.
**l.c.f.**—Low cab forward design.
**(D)**—Diesel-engine equipped.
**(T)**—Designed for tractor use only.
**(C)**—Ford or Chevrolet Models.
**(R)**—Remanufactured Fords.
**▲**—Denotes "Includes Cab" when used with weights or prices.

**CHEVROLET**

†—283 V-8 Trademaster engine available.
††—283 V-8 Taskmaster engine available.
△—283 V-8 Super Taskmaster 4 barrel carburetor engine available.
¶—Overdrive optional.
▸—Powerglide available.
‡—Heavy duty 3 speed transmission available.
ℓ—4 speed transmission available.
♦—Hydramatic available.
♦♦—5 speed New Process transmission available.

△△—Powermatic available.
●—4.11 with overdrive; 3.36 with automatic transmissions.
‡—3.70 available.
□□—Two speed rear axle available.
#—7.17 available.

**COLEMAN**

*—11.00-22 also available.
■—Fu5A65 or Spicer 6352 also available.
†—Cum HRB600 also available with horsepower of 165–1800.

**DIVCO**

*—Front only; rear, 7.50/16S.
†—Front only; rear, 7.50/20S.
▲—Front only; rear, 8.25/16S.
■—Front only; rear, 7.50/20D.

**DUPLEX**

‡—Torque Divider, Timken T70-2 speed.

**FABCO**

*—With 2-speed transfer case.
**—With 3-speed auxiliary and 2-speed transfer case.

**RC**—Chevrolet axle remanufactured.
**RF**—Ford axle remanufactured.

**FEDERAL**

*—Also available with tandem rear axle.

**FORD**

*—Other options available.

**FWD**

▲—23 PT rear axle is a driving axle plus a trailing axle.
*—Models available with tilt cabs.

**KENWORTH**

♦♦—Timken TK-500 PA Trailing Axle.
†—14.00-24, front; 16.00/24, rear.
‡—Optional transmission.
●—C.O.E. optional.
*—One man cab.

▲—Torque converter plus Torquematic transmission optional.
♦—Both C.O.E. and cab beside engine optional.
††—14.00-24 front; 18.00/25 rear.
**—Cummins NHRBSID 600.
‡‡—Allison TCL 654 plus TG 607.
▼—1148.
♦—1108.

**MARMON-HERRINGTON**

*—Three-speed trans. opt.
†—Five-speed trans. opt.

**OSHKOSH**

▲—Includes cab.
■—1091 cu. in.
□□—Hydraulic coupling optional.
△—Dependent upon engine.

**REO**

♦—Model 331-OA and 331-OA LPG engines can be furnished.
♦—Two speed axle available.
‡—Model 255-OA-LPG or 292-OA engine can be furnished.
‡—OH-170 or OH-160 LPG engine can be furnished.
■—OH-160 LPG engine can be furnished.
▼—Model OV-235 or OV-220 LPG engine can be furnished.

**STUDEBAKER**

*—Two speed 5.93–8.10 or 6.48–8.86 optional.
▲—Two speed 6.16–8.48 or 6.61–9.09 optional.

**TRUCKSTELL**

♦♦—With 3 speed power divider.
♦—Weight with cab and maximum tires.

**WARD LA FRANCE**

‡—Available with optional rear axles.
▲▲—Available with 11.00/22 or 12.00/20 tires for G.V.W. of 60,000 lbs and optional front and rear axles.
♦♦—Auxiliary transmission, Fuller 3A65, 3B65, 3A92 and 3B92.

**WILLYS**

*—Overdrive optional.

# 1958 TRUCK SPECIFICATIONS

| MAKE AND MODEL | WHEELBASE Minimum Standard | WHEELBASE Maximum Standard | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES D-dual rear S-single rear: Standard Front and Rear | TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted) | ENGINE DETAILS: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | TRANSMISSION: Make and Model | Forward Speeds | REAR AXLE: Make and Model | Gear and Type | Drive and Torque | Gear Ratio Range in High |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Chevrolet** | | | | | | | | | | | | | | | | | | |
| H58 | 117½ | | 4100 | 3667 | 7.50/14S | 8.00/14S | O-Blue Flame | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own¶ | 3 | Own | H½ | H | ■ 3.55 |
| G58 | 117½ | | 4100 | 3669 | 7.50/14S | 8.00/14S | O-Turbo Fire | 8-3⅞x3 | 283 | 8.5 | 275 | 185-4600 | Own¶ | 3 | Own | H½ | H | ■ 3.55 |
| 3A58 | 114 | | 5000 | 3055 | 6.70/15S | 7/17.5S | O-Th. Mas.† | 6-[illegible]x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | H½ | H | 3.90 |
| 3B58 | 123¼ | | 5000 | 3245 | 6.70/15S | 7/17.5S | O-Th. Mas.† | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | H½ | H | 3.90 |
| (c.f.) 3C58 | 104 | | 10000 | 2795 | 7/17.5S | 8/19.5D | O-Th. Mas. Sp. | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | HF | H | ** 5.14 |
| (c.f.) 3D58 | 125 | | 10000 | 2880 | 7/17.5S | 8/19.5D | O-Th. Mas. Sp. | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | HF | H | ** 5.14 |
| (c.f.) 3F58 | 137 | | 10000 | 2885 | 7/17.5S | 8/19.5D | O-Th. Mas. Sp. | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | HF | H | ** 5.14 |
| 3E58 | 123¼ | | *6900 | 3450 | 7/17.5S | 7/17.5D | O-Th. Mas.† | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | HF | H | ** 4.57 |
| 3G58 | 135 | | 9600 | 3685 | 8/17.5S | 8/19.5D | O-Th. Mas.† | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own§¢♦ | 3 | Own | HF | H | ** 5.14 |
| 4A58 | 132½ | | 14000 | 4475 | 7/22.5D | 8/22.5 | O-Th. Mas.† | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own♦ | 4 | Own | HF | H | 6.17 |
| 4B58 | 156½ | | 14000 | 4625 | 7/22.5D | 8/22.5 | O-Th. Mas.† | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own♦ | 4 | Own | HF | H | 6.17 |
| (l.c.f.) 5D58 | 112⅝ | | 15000 | 5155 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5L58 | 124⅝ | | 15000 | 5200 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5E58 | 136⅝ | | 15000 | 5245 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5F58 | 160⅝ | | 15000 | 5370 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6F58 | 132½ | | 15000 | 5070 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6R58 | 144½ | | 15000 | 5115 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6G58 | 156½ | | 15000 | 5145 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6H58 | 174½ | | 15000 | 5245 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6T58 | 196½ | | 15000 | 5520 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5A58 | 112⅝ | | 19000 | 5155 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5K58 | 124⅝ | | 19000 | 5200 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5B58 | 136⅝ | | 19000 | 5245 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5C58 | 160⅝ | | 19000 | 5370 | 8/22.5D | 9/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6A58 | 132½ | | 19000 | 5070 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6P58 | 144½ | | 19000 | 5115 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6B58 | 156½ | | 19000 | 5145 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6C58 | 174½ | | 19000 | 5245 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6V58 | 196½ | | 19000 | 5520 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5G58 | 112⅝ | | 21000 | 5755 | 10/22.5D | 10/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5M58 | 124⅝ | | 21000 | 5200 | 10/22.5D | 10/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5H58 | 136⅝ | | 21000 | 5245 | 10/22.5D | 10/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 5J58 | 160⅝ | | 21000 | 5370 | 10/22.5D | 10/22.5 | O-Task. Mas.^ | 8-3⅞x3 | 283 | 8.0 | 270 | 160-4200 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6L58 | 132½ | | 21000 | 5070 | 10/22.5D | 10/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6S58 | 144½ | | 21000 | 5115 | 10/22.5D | 10/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6M58 | 156½ | | 21000 | 5145 | 10/22.5D | 10/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6N58 | 174½ | | 21000 | 5245 | 10/22.5D | 10/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 6U58 | 196½ | | 21000 | 5520 | 10/22.5D | 10/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (c.f.) 6J58 | 129⅝ | | 18000 | 4085 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own | 4 | Own | HF | H | ■ 7.20 |
| (c.f.) 6K58 | 153⅝ | | 18000 | 4160 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own | 4 | Own | HF | H | ■ 7.20 |
| (Sc. Bus Ch.) 4C58 | 156½ | | 13000 | 4305 | 7/22.5D | 8/22.5 | O-Th. Mas.† | 6-3⅞x3⅝ | 236 | 8.3 | 215 | 145-4200 | Own**△△ | 4 | Own | HF | H | 6.17 |
| (Sc. Bus Ch.) 6D58 | 196½ | | 18000 | 5065 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (Sc. Bus Ch.) 6E58 | 222½ | | 18000 | 5110 | 8/22.5D | 9/22.5 | O-Job Mas.†† | 6-3⅜x3⅝ | 261 | 8.0 | 235 | 150-4000 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (Sc. Bus Ch.) 8F58 | 240 | | 20000 | 5590 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | NP**△△ | 4 | Own | HF | H | 7.20 |
| (Sc. Bus Ch.) 10F58 | 240 | | 22000 | 6240 | 9/22.5D | 10/22.5 | O-Ld. Mas. | 8-4x3½ | 322 | 7.7 | 310 | 195-4000 | Own△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 7A58 | 112⅝ | | 22000 | 5520 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 7B58 | 124⅝ | | 22000 | 5555 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 7C58 | 172⅝ | | 22000 | 5905 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 8A58 | 132½ | | 22000 | 5450 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 8B58 | 144½ | | 22000 | 5515 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 8C58 | 156½ | | 22000 | 5580 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 8D58 | 174½ | | 22000 | 5635 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| 8E58 | 192½ | | 22000 | 5795 | 8/22.5D | 10/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | 7.20 |
| (l.c.f.) 9A58 | 112⅝ | | 25000 | 6140 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| (l.c.f.) 9B58 | 124⅝ | | 25000 | 6350 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| (l.c.f.) 9C58 | 172⅝ | | 25000 | 6485 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| 10A58 | 132½ | | 25000 | 6270 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| 10B58 | 144½ | | 25000 | 6360 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| 10C58 | 156½ | | 25000 | 6425 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| 10D58 | 174½ | | 25000 | 6515 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| 10E58 | 192½ | | 25000 | 6580 | 9/22.5D | 11/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Eaton | HF | H | 7.67 |
| (Tan.) 8C58 | 156½ | | 28000 | 8310 | 8/22.5D | 9/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | ** 7.20 |
| (Tan.) 8D58 | 174½ | | 28000 | 8360 | 8/22.5D | 9/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | ** 7.20 |
| (Tan.) 8E58 | 192½ | | 28000 | 8529 | 8/22.5D | 9/22.5 | O-Sup. Tskmas. | 8-3⅞x3 | 283 | 8.0 | 275 | 175-4400 | Own**△△ | 4 | Own | HF | H | ** 7.20 |
| (Tan.) 10C58 | 156½ | | 36000 | 8860 | 8/22.5D | 10/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Own | HF | H | ** 7.20 |
| (Tan.) 10D58 | 174½ | | 36000 | 8946 | 8/22.5D | 10/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Own | HF | H | ** 7.20 |
| (Tan.) 10E58 | 192½ | | 36000 | 9035 | 8/22.5D | 10/22.5 | O-Work Mas. | 8-4x3½ | 348 | 8.0 | 310 | 195-4000 | Spi△△ | 5 | Own | HF | H | ** 7.20 |
| **Diamond T** | | | | | | | | | | | | | | | | | | |
| 431 | 130 | 190 | 19000 | 5600 | 7.50/20 | 8.25/20 | Own XL264 | 6-3⅞x4½ | 264 | | 248 | 153-3800 | WG T98 | 4 | Tim E100 | | | ** |
| 430C | 99 | 159 | 20000 | 6000 | 7.50/20 | 8.25/20 | Own XL264 | 6-3⅞x4½ | 264 | | 248 | 153-3800 | WG T98 | 4 | Tim E100 | | | ** |
| 531 | 130 | 220 | 21000 | 6100 | 8.25/20D | 9.00/20 | Own XL308 | 6-3⅞x4½ | 308 | | 265 | 154-3600 | NP 540 | 5 | Tim H100 | | | ** |
| 530C | 99 | 189 | 22000 | 6300 | 8.25/20D | 9.00/20 | Own XL308 | 6-3⅞x4½ | 308 | | 265 | 154-3600 | NP 540 | 5 | Tim H140 | | | ** |
| 532 | 133 | 157 | 18000 | 7400 | 9.00/20D | 10.00/22 | Own XL372 | 6-4⅜x4½ | 372 | | 308 | 155-2850 | Cla 292VO | 5 | Tim H100 | | | ** |
| 630 | 133 | 211 | 25000 | 7700 | 9.00/20 | 10.00/20 | Own XL406 | 6-4⅜x4½ | 406 | | 338 | 175-3200 | Cla 291V | 5 | Eat 1790 | | | ** |
| 630C | 99 | 189 | 25000 | 7850 | 9.00/20 | 10.00/20 | Own XL406 | 6-4⅜x4½ | 406 | | 338 | 175-3200 | Cla 291V | 5 | Eat 1790 | | | ** |
| 662 | 133 | 157 | 22000 | 8200 | 9.00/20 | 11.00/20 | Own XL450 | 6-4⅝x5 | 451 | | 388 | 182-3000 | Cla 292VO | 5 | Eat 1793 | | | ** |
| **Divco** | | | | | | | | | | | | | | | | | | |
| 11 | 100¾ | | 7500 | 2925 | 7.00/16S* | | Con F4162 | 4-3⅛x4½ | 162 | 6.1 | 123 | 47-2800 | WG T9 | | Int L150 | H | | 5.57-6.16 |
| 114 | 100¾ | | 7500 | 2930 | 7.00/16S* | | Con F4162S | 4-3⅛x4½ | 162 | 6.2 | 123 | 55-2900 | WG T9 | | Int L150 | H | | 5.57-6.16 |
| 12 | 100¾ | | 6000 | 2865 | 7.00/16S | | Con F4162 | 4-3⅛x4½ | 162 | 6.1 | 123 | 47-2800 | WG T87 | | Int L150 | H | | 5.57-6.16 |
| 124 | 100¾ | | 6000 | 2880 | 7.00/16S | | Con F4162S | 4-3⅛x4½ | 162 | 6.2 | 123 | 55-2900 | WG T87 | | Int L150 | H | | 5.57-6.16 |
| 13 | 100¾ | | 7300 | 2940 | 7.00/16S* | | Con F4162 | 4-3⅛x4½ | 162 | 6.1 | 123 | 47-2800 | WG T9 | | Int L150 | H | | 5.57-6.16 |
| 134 | 100¾ | | 7300 | 2950 | 7.00/16S* | | Con F4162S | 4-3⅛x4½ | 162 | 6.2 | 123 | 55-2900 | WG T9 | | Int L150 | H | | 5.57-6.16 |
| 15 | 100¾ | | 7600 | 2995 | 7.00/16S* | | Her QXD3 | 6-3⅜x4½ | 230 | 6.6 | 173 | 75-2800 | WG T9 | | Int L150 | H | | 5.57-6.16 |
| 154 | 100¾ | | 7600 | 2998 | 7.00/16S* | | Her QXD3 | 6-3⅜x4½ | 230 | 6.6 | 173 | 75-2800 | WG T9 | | Int L150 | H | | 5.57-6.16 |
| 214 | 127½ | | 12000 | 3662 | 6.50/20D | | Her QXD3 | 6-3⅜x4½ | 230 | 6.6 | 173 | 75-2800 | WG | | Tim | S | | 5.14-6.6 |
| 224 | 127½ | | 8000 | 3200 | 7.00/16S* | | Her QXD3 | 6-3⅜x4½ | 230 | 6.6 | 173 | 75-2800 | WG T87 | | Tim | S | | 5.14-6.6 |
| 244 | 127½ | | 7500 | 3127 | 7.00/16S* | | Con F4162S | 4-3⅛x4½ | 162 | 6.2 | 123 | 55-2900 | WG T87 | | Tim | S | | 5.14-6.6 |
| 334 | 115 | | 10800 | 3315 | 6.50/20S† | | Her QXD3 | 6-3⅜x4½ | 230 | 6.6 | 173 | 75-2800 | WG T9 | | Tim | S | | 5.14-6.6 |
| 344 | 115 | | 7500 | 3175 | 7.00/16S* | | Her QXD3 | 6-3⅜x4½ | 230 | | | 75-2800 | WG T87 | | Int L150 | H | | 5.57-6.16 |
| 364 | 115 | | 6500 | 3112 | 7.00/16S | | Con F4162S | 4-3⅛x4½ | 162 | 6.2 | 123 | 55-2900 | WG T87 | | Int L150 | H | | 5.57-6.16 |

For references and abbreviations see page 146

*For Directory of the Truck Manufacturers listed above, see Table of Contents*

# 1958 TRUCK SPECIFICATIONS—*continued*

| MAKE AND MODEL | WHEELBASE Minimum Standard | WHEELBASE Maximum Standard | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES (D-dual rear S-single rear) Standard Front and Rear | TIRE SIZES Maximum Authorized Tire Size (Duals unless noted) | ENGINE DETAILS Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | TRANSMISSION Make and Model | Forward Speeds | REAR AXLE Make and Model | Gear and Type | Drive and Torque | Gear Ratio Range in High |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Bivco—Cont'd** | | | | | | | | | | | | | | | | | | |
| 364HD | 115 | | 9500 | 3143 | 7.50/16S▲ | | Con F4162S | 4 3⅞x4⅜ | 162 | 6.2 | 123 | 55-2900 | WG T87 | | Int L150 | H | | 5.57-6.16 |
| 374 | 115 | | 9500 | 3232 | 7.50/16S▲ | | Her QXD3 | 6 3⅛x4⅜ | 230 | 6.6 | 173 | 75-2800 | WG T9 | | Tim | S | | 5.14-6.60 |
| 42 | 130 | | 7000 | 3370 | 7.50/16S | | Own Super 6 | 6 3⅛x4⅜ | 253 | 7.5 | 220 | 102-3400 | WG T98 | | Int L150 | H | | 5.57-6.16 |
| 52 | 117½ | | 7000 | 3281 | 7.50/16S | | Own Super 6 | 6 3⅛x4⅜ | 253 | 7.5 | 220 | 102-3400 | WG T98 | | Int L150 | H | | 5.57-6.16 |
| 41 | 130 | | 16500 | 4307 | 7.00/20■ | | Own Super 6 | 6 3⅛x4⅜ | 253 | 7.5 | 220 | 102-3400 | WG T98 | | Int L160 | H | | 6.60-7.17 |
| 51 | 117½ | | 16500 | 4277 | 7.00/20■ | | Own Super 6 | 6 3⅛x4⅜ | 253 | 7.5 | 220 | 102-3400 | WG T98 | | Int L160 | H | | 6.60-7.17 |
| **Dodge** L6-D100 | 108 | 116 | 5100 | 2350 | 6.70/15S | 6.50/16S | Own | 6 3¼x4½ | 230 | 7.9 | 202 | 120-3600 | Own PC | 3 | Own | H½ | H | 3.73-4.89 |
| L8-D100 | 108 | 116 | 5100 | 2450 | 6.70/15S | 6.50/16S | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | Own PC | 3 | Own | H½ | H | 3.73-4.89 |
| L6-D200 | 116 | 116 | 7500 | 2825 | 7/17.5S | 7/17.5 | Own | 6 3¼x4½ | 230 | 7.9 | 202 | 120-3600 | NP 8990S | 3 | Own | HF | H | 4.1-4.89 |
| L8-D200 | 116 | 116 | 7500 | 2925 | 7/17.5S | 7/17.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 8990S | 3 | Own | HF | H | 4.1-4.89 |
| L6-D300 | 126 | 126 | 9000 | 2850 | 7/17.5S | 7/17.5 | Own | 6 3¼x4½ | 230 | 7.9 | 202 | 120-3600 | NP 8990S | 3 | Own | HF | H | 4.1-4.89 |
| L8-D300 | 126 | 126 | 9000 | 2950 | 7/17.5S | 7/17.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 8990S | 3 | Own | HF | H | 4.1-4.89 |
| L6-D400 | 129 | 171 | 15000 | 3975 | 7.22.5D | 9/22.5 | Own | 6 3⅞x4½ | 251 | 7.1 | 216 | 125-3600 | NP 420 | 4 | Own | HF | H | 5.63-6.83 |
| L8-D400 | 129 | 171 | 15000 | 4050 | 7.22.5D | 9/22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Own | HF | H | 5.63-6.83 |
| L6-D500 | 129 | 193 | 19500 | 4300 | 8.22.5D | 10.22.5 | Own | 6 3⅞x4½ | 251 | 7.1 | 216 | 125-3600 | NP 420 | 4 | Tim F147 | HF | H | 6.2-6.8 |
| L8-D500 | 129 | 193 | 19500 | 4375 | 8.22.5D | 10.22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Tim F147 | HF | H | 6.2-6.8 |
| L6-D600 | 129 | 193 | 22000 | 4900 | 8.22.5D | 10.22.5 | Own | 6 3⅞x4½ | 265 | 7.1 | 228 | 130-3600 | NP 420 | 4 | Eat 1614 | HF | H | 6.5-7.17 |
| L8-D600 | 129 | 193 | 22000 | 4975 | 8.22.5D | 10.22.5 | Own | 8 3⅝x3½ | 315 | 7.6 | 295 | 207-4400 | NP 540 | 5 | Eat 1614 | HF | H | 6.5-7.17 |
| L8-D700 | 129 | 193 | 25000 | 5200 | 9.22.5D | 10.22.5 | Own | 8 3⅛x3½ | 354 | 7.5 | 319 | 218-3900 | NP 540 | 5 | Tim H141 | HF | H | 6.8-7.2 |
| L8-D800 | 132 | 192 | 29000 | 6100 | 10/22.5D | 12/22.5 | Own | 8 3⅛x3½ | 354 | 7.5 | 340 | 224-3900 | Cla 265 | 5 | Tim L140 | HF | H | 7.2-7.4 |
| L8-D900 | 132 | 192 | 30000 | 6450 | 11/22.5D | 12/22.5 | Own | 8 3⅛x3½ | 354 | 7.5 | 360 | 234-3900 | Cla 300V | 5 | Tim QT140 | HF | H | **-7.4 |
| (c.o.e.) L8-C500 | 108 | 162 | 19500 | ▲4825 | 8/22.5D | 10/22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Tim F147 | HF | H | 6.2-6.8 |
| (c.o.e.) L8-C600 | 108 | 162 | 22000 | ▲5350 | 8/22.5D | 10/22.5 | Own | 8 3⅝x3½ | 315 | 7.6 | 295 | 207-4400 | NP 540 | 5 | Eat 1614 | HF | H | 6.5-7.17 |
| (c.o.e.) L8-C700 | 108 | 162 | 25000 | ▲5650 | 9/22.5D | 10/22.5 | Own | 8 3⅛x3½ | 354 | 7.5 | 319 | 218-3900 | NP 540 | 5 | Tim H141 | HF | H | 6.8-7.2 |
| (c.f.) L6-P300 | 104 | 126 | 9000 | 2550 | 7/17.5S | 7/17.5 | Own | 6 3¼x4½ | 230 | 7.9 | 202 | 120-3600 | WG T87D | 3 | Own | HF | H | 4.1-4.89 |
| (c.f.) L8-P300 | 104 | 126 | 9000 | 2650 | 7/17.5S | 7/17.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | WG T87D | 3 | Own | HF | H | 4.1-4.89 |
| (c.f.) L6-P400 | 108 | 153 | 15000 | 3325 | 8/19.5S | 8/22.5 | Own | 6 3¼x4½ | 230 | 7.9 | 202 | 120-3600 | WG T87D | 3 | Own | HF | H | 5.63-6.83 |
| (c.f.) L8-P400 | 108 | 153 | 15000 | 3425 | 8/19.5S | 8/22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | WG T87D | 3 | Own | HF | H | 5.63-6.83 |
| (Sc. Bus) L6-S400 | 153 | 153 | 15000 | 4425 | 7.22.5D | 8/22.5 | Own | 6 3⅞x4½ | 251 | 7.1 | 216 | 125-3600 | NP 420 | 4 | Own | HF | H | 6.29-6.83 |
| (Sc. Bus) L8-S400 | 153 | 153 | 15000 | 4500 | 7.22.5D | 8/22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Own | HF | L | 6.29-6.83 |
| (Sc. Bus) L6-S500 | 193 | 217 | 19500 | 4700 | 8.22.5D | 10/22.5 | Own | 6 3⅞x4½ | 251 | 7.1 | 216 | 125-3600 | NP 420 | 4 | Tim F147 | HF | L | 6.2-6.8 |
| (Sc. Bus) L8-S500 | 193 | 217 | 19500 | 4775 | 8.22.5D | 10/22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Tim F147 | HF | L | 6.2-6.8 |
| (Sc. Bus) L6-S600 | 236 | 236 | 22000 | 5600 | 8.22.5D | 10/22.5 | Own | 6 3⅞x4½ | 265 | 7.1 | 228 | 130-3600 | NP 420 | 4 | Eat 1614 | HF | L | **-7.17 |
| (Sc. Bus) L8-S600 | 236 | 236 | 22000 | 5675 | 8.22.5D | 10/22.5 | Own | 8 3⅝x3½ | 315 | 8.1 | 295 | 207-4400 | NP 540 | 5 | Eat 1614 | HF | L | **-7.17 |
| (Sc. Bus) L6-S700 | 236 | 254 | 23000 | 5825 | 8.22.5D | 10/22.5 | Own | 8 3⅛x3½ | 354 | 7.5 | 319 | 218-3900 | NP 540 | 5 | Tim H141 | HF | L | **-6.8 |
| **Duplex** T-308 | 136 | 220 | 23000 | ▲8600 | 8.25/20 | 9.00/20 | Int BD308 | 6 3⅞x4½ | 308 | 6.5 | 273 | 145-3600 | Fu 5B330 | 5 | Tim H140 | B | H | **-7.2 |
| R-427 | 136 | 220 | 30000 | ▲8820 | 9.00/20 | 11.00/20 | Con B6427 | 6 4⅛x4⅞ | 427 | 6.6 | 325 | 141-2500 | Fu 5A43 | 5 | Tim QT340 | Fd | R | 6.42-8.38 |
| R-450 | 136 | 220 | 30000 | ▲8850 | 9.00/20 | 11.00/20 | Int RD450 | 6 4½x5 | 450 | 6.5 | 388 | 182-3000 | Fu 5A43 | 5 | Tim QT340 | Fd | R | 6.42-8.38 |
| KH | 148 | 220 | 34000 | ▲10500 | 11.00/20 | 12.00/20 | Her RXC | 6 4⅝x5¼ | 529 | 5.4 | 395 | 132-2300 | Fu 5A620 | 5 | Tim U200 | 2F | R | **-9.76 |
| K-501 | 148 | 220 | 34000 | ▲10500 | 11.00/20 | 12.00/20 | Int RD501 | 6 4¼x5½ | 501 | 6.5 | 444 | 212-3000 | Fu 5A620 | 5 | Tim U200 | 2F | R | **-9.76 |
| L | 148 | 220 | 37000 | ▲11300 | 11.00/20 | 12.00/20 | Her RXLD | 6 4⅝x5¼ | 558 | 5.4 | 430 | 154-2400 | Fu 5C650 | 5 | Tim U200 | 2F | R | **-9.76 |
| L-6602 | 148 | 220 | 37000 | ▲11650 | 11.00/20 | 12.00/20 | Con R6602 | 6 4⅞x5⅝ | 602 | 6.1 | 465 | 200-2600 | Fu 5C650 | 5 | Tim U200 | 2F | R | **-9.76 |
| LC-600 | 148 | 220 | 37000 | ▲12900 | 11.00/20 | 12.00/20 | Cum HRB600 | 6-5½x6 | 743 | 16.0 | 540 | 165-1800 | Fu 5C650 | 5 | Tim U200 | 2F | R | **-6.42 |
| **Federal** 200R1 | 145 | 193 | 22000 | ▲6570 | 8.25/20 | | Her JXD | 6 4x4¼ | 320 | | 254 | 125-3200 | Cla 205V | 5 | Tim H140 | H | | **-7.20 |
| (D) D200R1 | 145 | 193 | 22000 | ▲6990 | 8.25/20 | | Con TD6427 | 6 4⅛x4⅞ | 427 | | 307 | 116-2400 | Cla 290V | 5 | Tim H140 | H | | **-6.17 |
| 200R2 | 145 | 193 | 22000 | ▲6570 | 8.25/20 | | Her JXD | 6 4x4¼ | 320 | | 254 | 125-3200 | Cla 205V | 5 | Tim H340 | 2H | | 6.16-8.48 |
| (D) D200R2 | 145 | 193 | 22000 | ▲6990 | 8.25/20 | | Con TD6427 | 6 4⅛x4⅞ | 427 | | 307 | 116-2400 | Cla 290V | 5 | Tim H340 | 2H | | 6.16-8.48 |
| 300R1 | 145 | 193 | 24000 | ▲6875 | 9.00/20 | | Her JXLD | 6 4x4½ | 339 | | 264 | 138-3200 | Cla 205V | 5 | Tim L140 | H | | **-6.17 |
| (D) D300R1 | 145 | 193 | 24000 | ▲7450 | 9.00/20 | | Cum JN6B | 6 4½x5 | 401 | | 290 | 125-2500 | Cla 290V | 5 | Tim L140 | H | | **-6.17 |
| 300R2 | 145 | 193 | 24000 | ▲6875 | 9.00/20 | | Her JXLD | 6 4x4½ | 339 | | 264 | 138-3200 | Cla 205V | 5 | Tim L340 | 2H | | 6.63-8.52 |
| (D) D300R2 | 145 | 193 | 24000 | ▲7450 | 9.00/20 | | Cum JN6B | 6 4½x5 | 401 | | 290 | 125-2500 | Cla 290V | 5 | Tim L340 | 2H | | 6.36-8.28 |
| 400R1 | 145 | 193 | 29000 | ▲9372 | 10.00/20 | | Con T6427 | 6 4⅛x4⅞ | 427 | | 356 | 179-3000 | Cla 290V | 5 | Tim QT140 | H | | **-6.83 |
| (D) D400R1 | 145 | 193 | 29000 | ▲9672 | 10.00/20 | | Con JBS600 | 6 4½x5 | 401 | | 350 | 150-2500 | Cla 290V | 5 | Tim QT140 | H | | **-6.83 |
| 400R2 | 145 | 193 | 29000 | ▲9602 | 10.00/20 | | Con T6427 | 6 4⅛x4⅞ | 427 | | 356 | 179-3000 | Cla 290V | 5 | QT340 | 2H | | 6.65-9.17 |
| (D) D400R2 | 145 | 193 | 29000 | ▲9902 | 10.00/20 | | Cum JBS600 | 6 4½x5 | 401 | | 350 | 150-2500 | Cla 290V | 5 | QT340 | 2H | | 6.65-9.17 |
| 500R1 | 145 | 193 | 34000 | ▲10080 | 11.00/22 | | Con U6501 | 6 4½x5¼ | 501 | | 413 | 178-2600 | Fu 5A65 | 5 | R140 | H | | **-6.83 |
| (D) D500R1 | 145 | 193 | 34000 | ▲11240 | 11.00/22 | | Cum HRFB600 | 6 5½x6 | 743 | | 550 | 180-2000 | Fu 5A65 | 5 | R140 | H | | **-6.83 |
| 500R2 | 145 | 193 | 34000 | ▲10300 | 11.00/22 | | Con U6501 | 6 4½x5½ | 501 | | 413 | 178-2600 | Fu 5A65 | 5 | RT340 | 2H | | 6.31-8.39 |
| (D) D500R2 | 145 | 193 | 34000 | ▲11395 | 11.00/22 | | Cum HRFB600 | 6 5½x6 | 743 | | 550 | 180-2000 | Fu 5A65 | 5 | R340 | 2H | | 6.31-8.39 |
| 600R1 | 145 | 193 | 40000 | ▲11132 | 11.00/22 | | Con R6602 | 6 4⅞x5⅝ | 602 | | 484 | 232-2800 | Fu 5A65 | 5 | Tim U200 | 2H | | **-7.20 |
| 600R2 | 145 | 193 | 40000 | ▲11285 | 11.00/22 | | Con R6602 | 6 4⅞x5⅝ | 602 | | 484 | 232-2800 | Fu 5A65 | 5 | Tim U300 | 2H | | 6.42-8.38 |
| (D) D700R1 | 145 | 193 | 40000 | ▲12545 | 11.00/22 | | Cum NHB600 | 6 5½x6 | 743 | | 535 | 210-2100 | 8051A | 5 | Tim U200 | 2H | | **-7.20 |
| (D) D700R2 | 145 | 193 | 40000 | ▲12690 | 11.00/22 | | Cum NHB600 | 6 5½x6 | 743 | | 535 | 210-2100 | 8051A | 5 | Tim U300 | 2H | | 6.42-8.38 |
| 200R53 | 157 | 193 | 28000 | ▲7825 | 8.25/20 | | Her JXD | 6 4x4¼ | 320 | | 254 | 125-3200 | Cla 205V | 5 | SDHD | H | | **-7.20 |
| (D) D200R53 | 157 | 193 | 28000 | ▲8075 | 8.25/20 | | Con TD6427 | 6 4⅛x4⅞ | 427 | | 307 | 116-2400 | Cla 290V | 5 | SDHD | H | | **-7.20 |
| 200R54 | 157 | 193 | 28000 | ▲7825 | 8.25/20 | | Her JXD | 6 4x4¼ | 320 | | 254 | 125-3200 | Cla 205V | 5 | SDHD | H | | **-7.20 |
| (D) D200R54 | 157 | 193 | 28000 | ▲8245 | 8.25/20 | | Con TD6427 | 6 4⅛x4⅞ | 427 | | 307 | 116-2400 | Cla 290V | 5 | SDHD | H | | **-7.20 |
| 300R53 | 157 | 193 | 34000 | ▲8059 | 9.00/20 | | Her JXLD | 6 4x4½ | 339 | | 264 | 138-3200 | Cla 205V | 5 | SFHD | H | | **-7.20 |
| (D) D300R53 | 157 | 193 | 34000 | ▲8634 | 9.00/20 | | Cum JN6B | 6 4½x5 | 401 | | 290 | 125-2500 | Cla 290V | 5 | SFHD | H | | **-7.20 |
| 300R54 | 157 | 193 | 34000 | ▲8229 | 9.00/20 | | Her JXLD | 6 4x4½ | 339 | | 264 | 138-3200 | Cla 205V | 5 | SFHD | H | | **-7.20 |
| (D) D300R54 | 157 | 193 | 34000 | ▲8804 | 9.00/20 | | Cum JN6B | 6 4½x5 | 401 | | 290 | 125-2500 | Cla 290V | 5 | SFHD | H | | **-6.17 |
| 400R53 | 157 | 193 | 42000 | ▲11177 | 10.00/20 | | Con T6427 | 6 4⅛x4⅞ | 427 | | 356 | 179-3000 | Cla 290V | 5 | SLHD | H | | **-7.20 |
| (D) D400R53 | 157 | 193 | 42000 | ▲11477 | 10.00/20 | | Cum JBS600 | 6 4½x5 | 401 | | 350 | 150-2500 | Cla 290V | 5 | SLHD | H | | **-7.20 |
| 400R54 | 157 | 193 | 42000 | ▲11452 | 10.00/20 | | Con T6427 | 6 4⅛x4⅞ | 427 | | 356 | 179-3000 | Cla 290V | 5 | SLHD | H | | **-7.20 |
| (D) D400R54 | 157 | 193 | 42000 | ▲11752 | 10.00/20 | | Cum JBS600 | 6 4½x5 | 401 | | 350 | 150-2500 | Cla 290V | 5 | SLHD | H | | **-7.20 |
| 500R53 | 157 | 193 | 49000 | ▲13200 | 11.00/22 | | Con U6501 | 6 4½x5¼ | 501 | | 413 | 178-2600 | Fu 5A65 | 5 | SQDD | H | | **-6.83 |
| (D) D500R53 | 157 | 193 | 49000 | ▲14200 | 11.00/22 | | Cum HRFB600 | 6 5½x6 | 743 | | 550 | 180-2000 | Fu 5A65 | 5 | SQDD | H | | **-6.83 |
| 500R54 | 157 | 193 | 49000 | ▲13475 | 11.00/22 | | Con U6501 | 6 4½x5¼ | 501 | | 413 | 178-2600 | Fu 5A65 | 5 | SQDD | H | | **-6.83 |
| (D) D500R54 | 157 | 193 | 49000 | ▲14405 | 11.00/22 | | Cum HRFB600 | 6 5½x6 | 713 | | 550 | 180-2000 | Fu 5A65 | 5 | SQDD | H | | **-6.83 |
| 600R53 | 157 | 193 | 61000 | ▲14932 | 11.00/22 | | Con R6602 | 6 4⅞x5⅝ | 602 | | 484 | 232-2800 | Fu 5A65 | 5 | SFDD4600 | 2H | | **-8.07 |
| 600R54 | 157 | 193 | 61000 | ▲15207 | 11.00/22 | | Con R6602 | 6 4⅞x5⅝ | 602 | | 484 | 232-2800 | Fu 5A65 | 5 | SFDD4600 | 2H | | **-8.07 |
| (D) D700R53 | 157 | 193 | 61000 | ▲17180 | 11.00/22 | | Cum NHB600 | 6 5½x6 | 743 | | 535 | 210-2100 | 8051A | 5 | SFD4600 | 2H | | **-8.07 |
| (D) D700R54 | 157 | 193 | 61000 | ▲17640 | 11.00/22 | | Cum NHB600 | 6 5½x6 | 743 | | 535 | 210-2100 | 8051A | 5 | SFD4600 | 2H | | **-8.07 |
| **Ford** Ranchero | 116 | 116 | 4600 | 3446 | 7.50-14S | 8.00-14S | Ford EBP | 6 3⅝x3⅛ | 223 | 8.8 | 212 | 144-4200 | Ford* | 3 | Ford 3000 | H½ | H | 3.89-* |
| | 116 | 116 | 4600 | 3557 | 7.50-14S | 8.00-14S | Ford EDB | 8 3⅜x3⅛ | 292 | 9.1 | 295 | 205-4400 | Ford* | 3 | Ford 3000 | H½ | H | 3.89-* |
| | 116 | 116 | 4600 | 3615 | 7.50-14S | 8.00-14S | Ford EDT | 8 4x3½ | 352 | 10.0 | 395 | 300-4600 | Ford* | 3 | Ford 3000 | H½ | H | 3.70-* |

For references and abbreviations see page 146

*For Directory of the Truck Manufacturers listed above, see Table of Contents*

# 1958 TRUCK SPECIFICATIONS—*continued*

| MAKE AND MODEL | WHEEL-BASE: Minimum Standard | WHEEL-BASE: Maximum Standard | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES (D-dual rear, S-single rear): Standard Front and Rear | TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted) | ENGINE DETAILS: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | TRANSMISSION: Make and Model | Forward Speeds | REAR AXLE: Make and Model | Gear and Type | Drive and Torque | Gear Ratio Range in High |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Ford—Cont'd** | | | | | | | | | | | | | | | | | | |
| Courier | 116 | 116 | 4600 | 3476 | 7.50/14S | 8.00/14S | Ford EBP | 6-3⅝x3⅜ | 223 | 8.6 | 212 | 144-4200 | Ford* | 3 | Ford 3000 | H½ | H | 3.89-* |
| | 116 | 116 | 4600 | 3587 | 7.50/14S | 8.00/14S | Ford EDB | 8-3⅝x3 1/16 | 292 | 9.1 | 295 | 205-4400 | Ford* | 3 | Ford 3000 | H½ | H | 3.89-* |
| | 116 | 116 | 4600 | 3645 | 7.50/14S | 8.00/14S | Ford EDT | 8-4x3½ | 352 | 10.0 | 395 | 300-4600 | Ford* | 3 | Ford 3000 | H½ | H | 3.70-* |
| F-100 | 110 | 118 | 5000 | ^3030 | 6.70/15S | 6.50/16S | Ford EBR | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | Ford* | 3 | Ford 3300 | H½ | H | 3.70-* |
| | 110 | 118 | 5000 | ^3030 | 6.70/15S | 6.50/16S | Ford ECW | 8-3⅝x3 1/16 | 272 | 8.3 | 260 | 171-4400 | Ford* | 3 | Ford 3300 | H½ | H | 3.70-* |
| F-250 | 118 | 118 | 7400 | ^3370 | 6.50/16S | 8/19.5S | Ford EBR | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | Ford* | 3 | Spi 60 | HF | H | **-4.88 |
| | 118 | 118 | 7400 | ^3370 | 6.50/16S | 8/19.5S | Ford ECW | 8-3⅝x3 1/16 | 272 | 8.3 | 260 | 171-4400 | Ford* | 3 | Spi 60 | HF | H | **-4.56 |
| F-350 | 130 | 130 | 9800 | ^3740 | 8/17.5S | 8/17.5S | Ford EBR | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | WG T98A* | 4 | Tim B100 | HF | H | 5.14-* |
| | 130 | 130 | 9800 | ^3740 | 8/17.5S | 8/17.5S | Ford ECW | 8-3⅝x3 1/16 | 272 | 8.3 | 260 | 171-4400 | WG T98A* | 4 | Tim B100 | HF | H | 4.86-* |
| | 130 | 130 | 9800 | ^3740 | 8.17.5D | 8/17.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim B100 | HF | H | 5.14-* |
| F-500 | 130 | 154 | 15000 | ^4515 | 7/22.5D | 8/22.5 | Ford EBR | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | WG T98A* | 4 | Tim C100* | HF | H | 6.2-* |
| | 130 | 154 | 15000 | ^4515 | 7/22.5D | 8/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim D100* | HF | H | 5.83-* |
| | 130 | 154 | 15000 | ^4515 | 7/22.5D | 8/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim D100* | HF | H | 5.83-* |
| F-600 | 130 | 192 | 17000 | ^4860 | 8/22.5D | 10/22.5 | Ford EBR | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | WG T98A* | 4 | Tim F106* | HF | H | 6.8-* |
| | 130 | 192 | *17000 | ^4860 | 8/22.5D | 10/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim F106* | HF | H | 6.2-* |
| | 130 | 192 | *17000 | ^4860 | 8/22.5D | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim F106* | HF | H | 6.2-* |
| F-700 | 132 | 192 | *21000 | ^5420 | 8/22.5D | 10/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim F106* | HF | H | 7.2-* |
| | 132 | 192 | *21000 | ^5420 | 8/22.5D | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim F106* | HF | H | 7.2-* |
| F-750 | 132 | 192 | 22000 | ^5955 | 9/22.5D | 10/22.5 | Ford ECS | 8-3⅝x3 | 302 | 7.6 | 299 | 196-3800 | NP 540* | 5 | Eat 1614* | HF | H | 7.17-* |
| F-800 | 132 | 192 | 25000 | ^6520 | 10/22.5D | 11/22.5 | Ford ECT | 8-3½x3 | 332 | 7.6 | 328 | 212-3800 | Cla 265* | 5 | Eat 1790A* | SF | H | 7.17-* |
| F-850 | 132 | 192 | 25000 | ^6925 | 10/22.5 | 11/22.5 | Ford EDL | 8-4½x3⅝ | 401 | 7.5 | 350 | 226-3800 | Spi 4652 | 5 | Eat 1790A* | SF | H | 6.50-7.17 |
| F-950 | 132 | 192 | 29000 | ^7540 | 11/22.5 | 12/24.5 | Ford EDL | 8-4½x3⅝ | 401 | 7.5 | 350 | 226-3800 | Spi 4652 | 5 | Eat 1892* | SF | H | 6.50-7.17 |
| F-1000 | 132 | 192 | 30000 | ^7870 | 11/22.5 | 12/24.5 | Ford EDM | 8-4½x3⅝ | 477 | 7.5 | 430 | 260-3600 | Spi 6352 | 5 | Eat 1893* | SF | H | 6.50-7.17 |
| F-1100 | 132 | 192 | 30000 | ^8045 | 11/22.5 | 12/24.5 | Ford EDN | 8-4½x4½ | 534 | 7.5 | 490 | 277-3400 | Spi 6352 | 5 | Eat 1911* | SF | H | 6.17-6.67 |
| C-850 | 99 | 153 | 26000 | ^7345 | 10/22.5 | 11/22.5 | Ford EDL | 8-4½x3⅝ | 401 | 7.5 | 350 | 226-3800 | Spi 4652 | 5 | Eat 1790A* | SF | H | 6.50-7.17 |
| C-950 | 99 | 153 | 30000 | ^7980 | 11/22.5 | 12/24.5 | Ford EDL | 8-4½x3⅝ | 401 | 7.5 | 350 | 226-3800 | Spi 4652 | 5 | Eat 1892* | SF | H | 6.50-7.17 |
| C-1000 | 99 | 153 | 31000 | ^8490 | 11/22.5 | 12/24.5 | Ford EDM | 8-4½x3⅝ | 477 | 7.5 | 430 | 260-3600 | Spi 6352 | 5 | Eat 1893* | SF | H | 6.50-7.17 |
| C-1100 | 99 | 153 | 31000 | ^8660 | 11/22.5 | 12/24.5 | Ford EDN | 8-4½x4½ | 534 | 7.5 | 490 | 277-3400 | Spi 6352 | 5 | Eat 1911* | SF | H | 6.17-6.67* |
| C-550 | 99 | 153 | 18000 | ^5330 | 7/22.5D | 9/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim D100 | HF | H | 5.83-* |
| | 99 | 153 | 18000 | ^5330 | 7/22.5D | 9/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim D100 | HF | H | 5.83-* |
| C-600 | 99 | 153 | *19500 | ^5520 | 8/22.5D | 10/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim F104 | HF | H | 6.2-* |
| | 99 | 153 | *19500 | ^5520 | 8/22.5D | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim F104 | HF | H | 6.2-* |
| C-700 | 99 | 153 | *22000 | ^5965 | 8/22.5D | 10/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim F106N | HF | H | 7.2-* |
| | 99 | 153 | *22000 | ^5965 | 8/22.5D | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim F106N | HF | H | 7.2-* |
| C-750 | 99 | 153 | 23000 | ^6660 | 9/22.5D | 10/22.5 | Ford ECS | 8-3⅝x3 | 302 | 7.6 | 299 | 196-3800 | NP 540* | 5 | Eat 1614 | HF | H | 7.17-* |
| C-800 | 99 | 153 | 26000 | ^6960 | 10/22.5D | 11/22.5 | Ford ECT | 8-3½x3 | 332 | 7.6 | 328 | 212-3800 | Cla 265V* | 5 | Eat 1790A | SF | H | 7.17-* |
| B-500 | 154 | 154 | 15000 | 4250 | 7/22.5D | 9/22.5 | Ford EBS | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | WG T98A* | 4 | Tim C100 | HF | H | 6.2-* |
| | 154 | 154 | 15000 | 4250 | 7/22.5D | 9/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim D100 | HF | H | 5.83-* |
| | 154 | 154 | 15000 | 4250 | 7/22.5D | 9/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim D100 | HF | H | 5.83-* |
| B-600 | 192 | 220 | 17000 | 4800 | 8/22.5D | 10/22.5 | Ford EBS | 6-3⅝x3⅜ | 223 | 8.3 | 207 | 139-4200 | WG T98A* | 4 | Tim F106 | HF | H | 6.8-* |
| | 192 | 220 | *17000 | 4800 | 8/22.5D | 10/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim F106 | HF | H | 6.2-* |
| | 192 | 220 | *17000 | 4800 | 8/22.5D | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim F106 | HF | H | 6.2-* |
| B-700 | 245 | 262 | *21000 | 5695 | 8/22.5D | 10/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T98A* | 4 | Tim F106 | HF | H | 7.2-* |
| | 245 | 262 | *21000 | 5695 | 8/22.5D | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | WG T98A* | 4 | Tim F106 | HF | H | 7.2-* |
| B-750 | 245 | 262 | 22000 | 6185 | 9/22.5D | 10/22.5 | Ford ECS | 8-3⅝x3 | 302 | 7.6 | 299 | 196-3800 | NP 540* | 5 | Eat 1614 | HF | H | 7.17-* |
| P-350 | 104 | 122 | 8000 | 2405 | 7/17.5S | 8/17.5 | Ford EBT | 6-3⅝x3½ | 223 | 8.3 | 207 | 139-4200 | Ford* | 3 | Spi 60 | HF | H | 4.88-* |
| | 104 | 122 | 8000 | 2405 | 7/17.5S | 8/17.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | Ford* | 3 | Spi 60 | HF | H | 4.56-* |
| P-400 | 137 | 137 | 10000 | 3115 | 8/17.5S | 8/17.5 | Ford EBT | 6-3⅝x3½ | 223 | 8.3 | 207 | 139-4200 | WG T89C* | 3 | Tim B100 | HF | H | 5.14-* |
| | 137 | 137 | 10000 | 3115 | 8/17.5 | 8/17.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T89C* | 3 | Tim B100 | HF | H | 4.86-* |
| P-500 | 137 | 154 | 15000 | 3385 | 8/19.5S | 8/22.5 | Ford EBT | 6-3⅝x3½ | 223 | 8.3 | 207 | 139-4200 | WG T87D* | 3 | Tim C100 | HF | H | 6.2-* |
| | 137 | 154 | 15000 | 3385 | 8/19.5S | 8/22.5 | Ford ECY | 8-3⅝x3 1/16 | 272 | 8.3 | 262 | 181-4400 | WG T87D* | 3 | Tim C100 | HF | H | 5.83-* |
| T-700 | 144 | 192 | 28000 | *7815 | 8/22.5 | 9/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | NP 540* | 5 | Eat 22M | SF | H | 6.70-7.79 |
| | 144 | 192 | 28000 | *7815 | 8/22.5 | 9/22.5 | Ford ECS | 8-3⅝x3 | 302 | 7.6 | 299 | 196-3800 | NP 540* | 5 | Eat 22M | SF | H | 6.70-7.79 |
| | 144 | 192 | 32000 | *7815 | 8/22.5 | 10/22.5 | Ford ECR | 8-3⅝x3 1/16 | 272 | 7.6 | 260 | 178-3800 | NP 540* | 5 | Eat 28M | SF | H | 7.07-7.79 |
| | 144 | 192 | 32000 | *7815 | 8/22.5 | 10/22.5 | Ford ECS | 8-3⅝x3 | 302 | 7.6 | 299 | 196-3800 | NP 540* | 5 | Eat 28M | SF | H | 7.07-7.79 |
| T-750 | 144 | 192 | 37000 | *9165 | 9/22.5 | 11/22.5 | Ford ECT | 8-3½x3 | 332 | 7.6 | 328 | 212-3800 | Cla 265* | 5 | Eat 28M | SF | H | 7.79-7.07 |
| T-800 | 144 | 192 | 43000 | *9715 | 10/22.5 | 11/22.5 | Ford ECT | 8-3½x3 | 332 | 7.6 | 328 | 212-3800 | Cla 265* | 5 | Eat 34M | SF | H | 8.6-7.8 |
| T-850 | 144 | 192 | 43000 | ^10120 | 10/22.5 | 11/22.5 | Ford EDL | 8-4½x3⅝ | 401 | 7.5 | 350 | 226-3800 | Spi 4652 | 5 | Eat 34M* | SF | H | 6.69-8.6* |
| | 144 | 192 | 43000 | ^10120 | 10/22.5 | 11/22.5 | Ford EDM | 8-4½x3⅝ | 477 | 7.5 | 430 | 260-3600 | Spi 6352 | 5 | Eat 34M* | SF | H | 6.69-8.6* |
| | 144 | 192 | 43000 | ^10120 | 10/22.5 | 11/22.5 | Ford EDN | 8-4½x4½ | 534 | 7.5 | 490 | 277-3400 | Spi 6352 | 5 | Eat 34M* | SF | H | 6.69-8.6 |
| T-950 | 156 | 192 | 46000 | ^11405 | 11/22.5 | 12/24.5 | Ford EDL | 8-4½x3⅝ | 401 | 7.5 | 350 | 226-3800 | Spi 4652 | 5 | Eat 38D | SF | H | 7.6-8.38* |
| | 156 | 192 | 46000 | ^11405 | 11/22.5 | 12/24.5 | Ford EDM | 8-4½x3⅝ | 477 | 7.5 | 430 | 260-3600 | Spi 6352 | 5 | Eat 38D | SF | H | 7.6-8.38* |
| | 156 | 192 | 46000 | ^11405 | 11/22.5 | 12/24.5 | Ford EDN | 8-4½x4½ | 534 | 7.5 | 490 | 277-3400 | Spi 6352 | 5 | Eat 38D | SF | H | 7.6-8.38* |
| **GMC** | | | | | | | | | | | | | | | | | | |
| 100 | 114 | 123 | 5000 | | 6.70/15 | 6.70/15S | Own 270 | 6-3½x4 | 270 | 7.7 | 238 | 130-3600 | Own | 3 | | H½ | H | 3.07-3.90 |
| 100-8 | 114 | 123 | 5000 | | 6.70/15 | 6.70/15S | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 3 | | H½ | H | 3.07-3.90 |
| 150 | 123 | 123 | 6900 | | 7/17.5 | 7/17.5S | Own 270 | 6-3½x4 | 270 | 7.7 | 238 | 130-3600 | Own | 3 | | HF | H | **-4.56 |
| 150-8 | 123 | 123 | 6900 | | 7/17.5 | 7/17.5S | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 4 | | HF | H | **-4.56 |
| 250 | 114 | 135 | 9600 | | 8/17.5 | 8/17.5S | Own 270 | 6-3½x4 | 270 | 7.7 | 238 | 130-3600 | Own | 4 | | HF | H | **-5.14 |
| 250-8 | 114 | 135 | 9600 | | 8/17.5 | 8/17.5S | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 4 | | HF | H | **-5.14 |
| 300 | 132 | 174 | 15000 | | 7.00/22.5 | 7.00/22.5 | Own 270 | 6-3½x4 | 270 | 7.7 | 238 | 130-3600 | Own | 4 | | HF | H | 5.43-6.17 |
| 350 | 132 | 196 | 16000 | | 8/22.5 | 8/22.5 | Own 270 | 6-3½x4 | 270 | 7.7 | 238 | 130-3600 | Own | 4 | | HF | H | **-6.17 |
| 350-8 | 132 | 196 | 16000 | | 8/22.5 | 8/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 4 | | HF | H | **-6.17 |
| F350 | 115 | 179 | 16000 | | 8/22.5 | 8/22.5 | Own 270 | 6-3½x4 | 270 | 7.7 | 238 | 130-3600 | Own | 4 | | HF | H | **-6.17 |
| F350-8 | 115 | 179 | 16000 | | 8/22.5 | 8/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 4 | | HF | H | **-6.17 |
| 370 | 132 | 196 | 19500 | | 8/22.5 | 8/22.5 | Own 270 | 6-3½x4 | 270 | 7.7 | 246 | 140-3600 | Own | 4 | | HF | H | **-6.17 |
| 370-8 | 132 | 196 | 19500 | | 8/22.5 | 8/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 4 | | HF | H | **-6.17 |
| F370 | 115 | 179 | 19500 | | 8/22.5 | 8/22.5 | Own 270 | 6-3½x4 | 270 | 7.7 | 246 | 140-3600 | Own | 4 | | HF | H | **-6.17 |
| F370-8 | 115 | 179 | 19500 | | 8/22.5 | 8/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | Own | 4 | | HF | H | **-6.17 |
| 450 | 134 | 194 | 22000 | | 9/22.5 | 9/22.5 | Own 302 | 6-4x4 | 302 | 7.5 | 268 | 160-3800 | | 5 | | HF | H | **-6.80 |
| 450-8 | 134 | 194 | 22000 | | 9/22.5 | 9/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | | 5 | | HF | H | **-6.80 |
| F450 | 115 | 197 | 22000 | | 9/22.5 | 9/22.5 | Own 302 | 6-4x4 | 302 | 7.5 | 268 | 160-3800 | | 5 | | HF | H | **-6.80 |
| F450-8 | 115 | 197 | 22000 | | 9/22.5 | 9/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | | 5 | | HF | H | **-6.80 |
| W500 | 158 | 194 | 28000 | | 8/22.5 | 8/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | | 5 | | FT | H | **-6.70 |
| MW500 | 158 | 194 | 35000 | | 9/22.5 | 9/22.5 | Own 336 | 8-3⅞x3 1/16 | 336 | 7.5 | 307 | 200-4400 | | 5 | | FT | H | **-7.79 |
| 550 | 134 | 194 | 25000 | | 10/22.5 | 10/22.5 | Own 370 | 8-4x3½ | 371 | 7.7 | 355 | 232-4200 | | 5 | | SF | H | **-7.17 |
| F550 | 127 | 197 | 26000 | | 10/22.5 | 10/22.5 | Own 370 | 8-4x3½ | 371 | 7.7 | 355 | 232-4200 | | 5 | | SF | H | **-7.17 |
| 600 | 146 | 194 | 29000 | | 11/22.5 | 11/22.5 | Own 370 | 8-4x3½ | 371 | 7.7 | 355 | 232-4200 | | 5 | | SF | H | **-7.17 |
| F600 | 127 | 197 | 29000 | | 11/22.5 | 11/22.5 | Own 370 | 8-4x3½ | 371 | 7.7 | 355 | 232-4200 | | 5 | | SF | H | **-7.17 |

For references and abbreviations see page 146

***For Directory of the Truck Manufacturers listed above, see Table of Contents***

# 1958 TRUCK SPECIFICATIONS—*continued*

| MAKE AND MODEL | WHEELBASE Minimum Standard | WHEELBASE Maximum Standard | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES D-dual rear S-single rear: Standard Front and Rear | TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted) | ENGINE DETAILS: Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | TRANSMISSION: Make and Model | Forward Speeds | REAR AXLE: Make and Model | Gear and Type | Drive and Torque | Gear Ratio Range in High |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Kenworth (D) +905 | | | 33000 | 10750 | 10.00/20 | 11.00/22 | Cum JTB | 6-4½x5 | 401 | 16.0 | 350 | 180-2400 | 5A65 | 12 | Tim R200 | H2F | H | |
| (D) +908 | | | 42000 | 12700 | 10.00/20 | 11.00/22 | | | | | | | | | Tim R200♦ | H2F | H | |
| (D) +909 | | | 45000 | 13900 | 10.00/20 | 11.00/22 | | | | | | | | | Tim SQW | WF | H | |
| (D) +921 | 153½ | 255 | 33000 | 12000 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241 | 12 | Tim R200P | H2F | H | 5.91-9.76 |
| +985 | 153½ | 255 | 33000 | 10700 | 10.00/20 | 11.00/22 | HS 590GV3 | 6-5x5 | 590 | 6.6 | 490 | 232-2800 | Fu 5-C720 | 15 | Tim R200P | H2F | H | 5.91-9.76 |
| (D) +922 | 191 | 255 | 43000 | 14100 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241 | 12 | Tim R200P†† | 2F | H | 5.91-9.76 |
| (D) +923-4R | 190 | 255 | 43000 | 15200 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241 | 12 | Tim SQW | WF | L | 5.67-8.20 |
| (D) +924-4R | 190 | 255 | 61000 | 16400 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241 | 12 | Tim SW456P | WF | L | 4.72-8.20 |
| (D) +925-4R | 190 | 255 | 43000 | 14400 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241 | 12 | Tim GSWQFR2 | WF | | 5.67-8.20 |
| (D) +929-4R | 175½ | 255 | 43000 | 14200 | 10.00/20 | 11.00/22 | HS 590GV3 | 6-5x7 | 590 | 6.6 | 490 | 232-2800 | Fu 5C720 | 15 | Tim SQD | B2F | L | 4.68-9.21 |
| (D) 552-6 | 178 | | 54000 | 22500 | 13.00/24 | 13.00/24 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241▲ | 12 | Tim SFD4640 | B2F | L | 8.07-11.5 |
| (D) 848-4R | 210¾ | 234 | 98000 | 20000 | 12.00/24 | 14.00/24 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241 | 12 | Tim SFD4640 | B2F | L | 8.07-11.6 |
| (D) 849-4R | 210¾ | 234 | 98000 | 21700 | 12.00/24 | 14.00/24 | Cum NHB600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | BL 8241▲ | 12 | Tim SFD4640 | B2F | L | 8.07-11.6 |
| (D) *801 | 158 | | 73400 | 37400 | † | † | Cu NHBID600 | 6-5½x6 | 743 | 16.0 | 535 | 220-2100 | Fu 10F1220▲ | 10 | Own | H2F | R | ** -19.2 |
| (D) *802 | 168 | | 94000 | 45000 | | †† | ** | 6-5½x6 | 743 | 12.0 | 800 | 300-2100 | †† | | Own | H2F | R | ** -19.2 |
| (D) *802-A | 168 | | 94000 | 45000 | | †† | ** | 6-5½x6 | 743 | 12.0 | 800 | 300-2100 | Fu 10F1220 | 10 | Own | H2F | R | ** -19.2 |
| (D) *803 | 168 | | 140000 | 68000 | | 18.00/33 | Cu NVH1200 | 12-5½x6 | ▼ | 13.0 | ♣ | 400-2100 | ‡ | | Own | H2F | R | |
| Peterbilt (D) 260 | 175 | Opt | 27000 | 12500 | 10.00/20D | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | Tim R230DPA | 2F | R | 5.91-6.51 |
| (c.o.e.) 281 | 114 | Opt | 27000 | | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | Tim R230DPA | 2F | R | 5.91-6.51 |
| 281 | 165 | Opt | 27000 | 10450 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8045 | 12 | Tim R230P | 2F | R | 5.91-6.51 |
| Reo F-20-1 | 125 | 185 | 18500 | ▲5355 | 8.22.5 | 10.22.5 | Own 2550A‡ | 6-3⅝x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F140♦ | HF | H | 6.2 -7.2 |
| F-20-2 | 125 | 185 | 19500 | ▲5355 | 8.22.5 | 10.22.5 | Own 2550A‡ | 6-3⅝x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F140♦ | HF | H | 6.2 -7.2 |
| F-20-3 | 125 | 185 | 20500 | ▲5575 | 8.22.5 | 10.22.5 | Own 2550A‡ | 6-3⅝x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F140♦ | HF | H | 6.2 -7.2 |
| F-20T | 125 | 185 | 18500 | ▲6215 | 8.22.5 | 10.22.5 | Own 2550A‡ | 6-3⅝x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F340 | HFd | H | 6.16-8.82 |
| F-22-1 | 130 | 185 | 21000 | ▲6295 | 10.22.5 | 11.22.5 | Own 2920A♣ | 6-3⅞x4½ | 292 | 6.6 | 224 | 124-3300 | Cla 205V | 5 | Tim H140♦ | HF | H | 6.16-7.2 |
| F-22-2 | 130 | 185 | 23000 | ▲6295 | 10.22.5 | 11.22.5 | Own 2920A♣ | 6-3⅞x4½ | 292 | 6.6 | 224 | 124-3300 | Cla 205V | 5 | Tim H140♦ | HF | H | 6.16-7.2 |
| F-22-3 | 130 | 185 | 23000 | ▲6330 | 10.22.5 | 11.22.5 | Own 2920A♣ | 6-3⅞x4½ | 292 | 6.6 | 224 | 124-3300 | Cla 205V | 5 | Tim H140♦ | HF | H | 6.16-7.2 |
| F-22T | 130 | 185 | 21000 | ▲7095 | 10.22.5 | 11.22.5 | Own 2920A♣ | 6-3⅞x4½ | 292 | 6.6 | 224 | 124-3300 | Cla 205V | 5 | Tim H340 | HFd | H | 6.16-8.72 |
| F-22R-1 | 130 | 185 | 23500 | ▲6590 | 11.22.5 | 11.24.5 | Own 3310A♣‡ | 6-4½x4½ | 331 | 6.4 | 264 | 140-200 | Cla 205V | 5 | Tim L140♦ | HF | H | 6.16-7.2 |
| F-22R-2 | 130 | 185 | 25500 | ▲6590 | 11.22.5 | 11.24.5 | Own 3310A♣‡ | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Tim L140♦ | HF | H | 6.16-7.2 |
| F-22R-3 | 130 | 185 | 26000 | ▲6880 | 11.22.5 | 11.24.5 | Own 3310A♣‡ | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Tim L140♦ | HF | H | 6.16-7.2 |
| F-22RT | 130 | 185 | 23500 | ▲7515 | 11.22.5 | 11.24.5 | Own 3310A♣‡ | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Tim L340 | HFd | H | 5.99-8.73 |
| F-50-1 | 130 | 185 | 29000 | ▲7715 | 11.22.5 | 12.22.5 | Own OH170■ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Spi 3152 | 5 | Tim QT140♦ | HF | H | 6.16-7.8 |
| F-50-2 | 130 | 185 | 31000 | ▲7715 | 11.22.5 | 12.22.5 | Own OH170■ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Spi 3152 | 5 | Tim QT140♦ | HF | H | 6.16-7.8 |
| F-50-3 | 130 | 185 | 31000 | ▲7785 | 11.22.5 | 12.22.5 | Own OH170■ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Spi 3152 | 5 | Tim QT140♦ | HF | H | 6.16-7.8 |
| F-50T | 130 | 185 | 29000 | ▲8380 | 11.22.5 | 12.22.5 | Own OH170■ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Spi 3152 | 5 | Tim QT340♦ | HFd | H | 6.00-9.01 |
| F-50D-1 (QT) | 130 | 185 | 29000 | ▲8815 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim QT140♦ | HF | H | 4.62-6.83 |
| F-50D-1 (RT) | 130 | 185 | 31000 | ▲9110 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim R140♦ | HF | H | 4.62-6.83 |
| F-50D-2 (QT) | 130 | 185 | 31000 | ▲8815 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim QT140♦ | HF | H | 4.62-6.83 |
| F-50D-2 (RT) | 130 | 185 | 33000 | ▲9110 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim R140♦ | HF | H | 4.62-6.83 |
| F-50D-3 (QT) | 130 | 185 | 31000 | ▲8885 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim QT140♦ | HF | H | 4.62-6.83 |
| F-50D-3 (RT) | 130 | 185 | 33000 | ▲9180 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim R140♦ | HF | H | 4.62-6.83 |
| F-50DT | 130 | 185 | 29000 | ▲9475 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim QT340 | HFd | H | 4.89-7.56 |
| (c.o.e.) AC-403 | 108 | | 26000 | ▲8850 | 11.22.5 | 11.24.5 | Own 3310A♣‡ | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Tim L340 | HFd | H | 5.99-8.73 |
| (c.o.e.) AC-503 | 108 | | 29000 | ▲9150 | 11.22.5 | 12.22.5 | Own OH170■ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Spi 3152 | 5 | Tim QT340 | HFd | H | 6.00-9.01 |
| A-600 | 139 | | 29000 | ▲8530 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim QT140♦ | HF | H | 5.28-7.8 |
| A-601 | 139 | | 31000 | ▲8530 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim QT140♦ | HF | H | 5.28-7.8 |
| A-602 | 139 | | 31000 | ▲8545 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim QT140♦ | HF | H | 5.28-7.8 |
| A-603 | 133 | | 29000 | ▲9060 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim QT340 | HFd | H | 5.63-9.01 |
| A-603D | 133 | | 29000 | ▲9645 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim QT340 | HFd | H | 4.89-7.56 |
| (c.o.e.) AC-603 | 108 | | 29000 | ▲9535 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu R46 | 8 | Tim QT140♦ | HF | H | 5.63-9.01 |
| (c.o.e.) AC-603D | 108 | | 29000 | ▲10210 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu R46 | 8 | Tim QT140♦ | HF | H | 4.89-7.56 |
| A-607 | 151 | | 26000 | ▲8180 | 10.22.5 | 11.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim L140♦ | HF | H | 6.16-7.2 |
| A-700 | 139 | | 31000 | ▲8690 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim R140♦ | HF | H | 5.28-7.4 |
| A-701 | 139 | | 33000 | ▲8690 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim R140♦ | HF | H | 5.28-7.4 |
| A-702 | 139 | | 33000 | ▲8705 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim R140♦ | HF | H | 5.28-7.4 |
| A-703 | 133 | | 31000 | ▲9355 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim RT340 | HFd | H | 5.62-8.83 |
| A-703D | 133 | | 31000 | ▲9970 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A650 | 5 | Tim RT340 | HFd | H | 4.89-7.56 |
| (c.o.e.) AC-703 | 108 | | 31000 | ▲9830 | 11.22.5 | 12.24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu R46 | 8 | Tim R140♦ | HF | H | 5.28-7.40 |
| (c.o.e.) AC-703D | 108 | | 31000 | ▲10505 | 11.22.5 | 12.24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu R46 | 8 | Tim R140♦ | HF | H | 4.62-6.83 |
| (Sch. Bus) F-120L | 187 | 187 | 19500 | ▲5870 | 8.22.5 | 10.22.5 | Own 255 | 6-3⅝x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F140♦ | HF | H | 6.8 -7.2 |
| (Sch. Bus) F-120G | 219 | 219 | 20500 | ▲6200 | 9.22.5 | 10.22.5 | Own 255 | 6-3⅞x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F140♦ | HF | H | 6.8 -7.2 |
| (Sch. Bus) F-120H | 238 | 238 | 20500 | ▲6335 | 9.22.5 | 10.22.5 | Own 255 | 6-3⅝x4½ | 255 | 6.7 | 189 | 107-3400 | WG T98A | 4 | Tim F140♦ | HF | H | 6.8 -7.2 |
| (Sch. Bus) F-122H | 238 | 238 | 22000 | ▲6730 | 9.22.5 | 11.22.5 | Own 292 | 6-3⅞x4½ | 292 | 6.5 | 224 | 124-3300 | Cla 205 | 4 | Tim H140♦ | HF | H | 6.8 -7.2 |
| (Sch. Bus) F-122J | 256 | 256 | 23500 | ▲6845 | 9.22.5 | 11.22.5 | Own 292 | 6-3⅞x4½ | 292 | 6.5 | 224 | 124-3300 | Cla 205 | 4 | Tim H140♦ | HF | H | 6.8 -7.2 |
| (Sch. Bus) A-375 | 168 | 208 | 26000 | 7105 | 11.22.5 | 11.22.5 | Own 331OA | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Tim H140♦ | HF | H | 6.8 -7.2 |
| (Sch. Bus) A-475 | 168 | 208 | 28000 | 7240 | 11.22.5 | 11.22.5 | Own 331OA | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Tim L140♦ | HF | H | 6.8 -7.2 |
| Studebaker 3E5 | 112 | 122 | 4800 | 2070 | 6.00/16S | 6.50/16S | Own 1E | 6-3x4⅜ | 186 | 7.5 | 152 | 92-3800 | WG T90B | 3 | Spi 2211 | HF | H | 4.27-4.89 |
| 3E6 | 112 | 122 | 5000 | 2290 | 6.00/16S | 6.50/16S | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T90B | 3 | Spi 2211 | HF | H | 4.09-4.27 |
| 3E7 | 112 | 122 | 5000 | 2380 | 6.00/16S | 6.50/16S | Own 3E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T89C | 3 | Spi 2211 | HF | H | 3.73-4.27 |
| 3E10 | 122 | 122 | 6700 | 2315 | 7.00/16S | 7.50/17S | Own 1E | 6-3x4⅜ | 186 | 7.5 | 152 | 92-3800 | WG T90B | 3 | Spi 60 | HF | H | ** -4.88 |
| 3E11 | 122 | 122 | 7000 | 2535 | 7.00/16S | 8.19.5S | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T90B | 3 | Spi 60 | HF | H | 4.10-4.88 |
| 3E12 | 122 | 122 | 7000 | 2625 | 7.00/16S | 8.19.5S | Own 3E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T89C | 3 | Spi 60 | HF | H | 4.10-4.88 |
| 3E13 | 131 | 131 | 10000 | 3140 | 8.17.5S | 8.17.5 | Own 3E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T98A | 4 | Tim B-100 | HF | H | 4.86-5.14 |
| 3E14 | 131 | 131 | 10000 | 3050 | 8.17.5S | 8.17.5 | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T98A | 4 | Tim B-100 | HF | H | 5.14-5.83 |
| 3E16 | 131 | 155 | 14000 | 3635 | 8.19.5D | 8.22.5 | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T98A | 4 | Tim D100 | SF | H | 5.14-5.83 |
| 3E16B | 131 | 155 | 15000 | 3670 | 8.19.5D | 8.25/20 | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T98A | 4 | Tim D100 | SF | H | 5.14-5.83 |
| 3E28 | 131 | 155 | 14000 | 3730 | 8.19.5D | 8.22.5 | Own 3E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T98A | 4 | Tim D100 | SF | H | 5.14-5.83 |
| 3E28B | 131 | 155 | 15000 | 3765 | 8.19.5D | 8.25/20 | Own 3E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T98A | 4 | Tim D100 | SF | H | 5.14-5.83 |
| 3E17 | 131 | 195 | 17000 | 4155 | 8.22.5D | 10.22.5 | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T98A | 4 | Tim E-102● | HF | H | 6.20-6.80 |
| 3E17B | 131 | 212 | 18000 | 4185 | 8.22.5D | 9.00/20 | Own 4E | 6-3⅜x4¾ | 246 | 7.5 | 204 | 106-3400 | WG T98A | 4 | Tim E-102● | HF | H | 6.20-6.80 |
| 3E38 | 131 | 195 | 17000 | 4250 | 8.22.5D | 10.22.5 | Own 5E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T98A | 4 | Tim E-102● | HF | H | 6.20-6.80 |
| 3E38B | 131 | 212 | 18000 | 4280 | 8.22.5D | 9.00/20 | Own 5E | 8-3⅛x3¼ | 259 | 7.5 | 250 | 170-4200 | WG T98A | 4 | Tim E-102● | HF | H | 6.20-6.80 |
| 3E40 | 131 | 195 | 19000 | 4445 | 8.22.5D | 10.22.5 | Own 6E | 8-3⅞x3⅝ | 289 | 7.5 | 288 | 182-4000 | NP 420 | 4 | Tim F-146^ | HF | H | 6.20-6.80 |
| 3E40B | 131 | 212 | 21000 | 4460 | 8.22.5D | 9.00/20 | Own 6E | 8-3⅞x3⅝ | 289 | 7.5 | 288 | 182-4000 | NP 420 | 4 | Tim F-146^ | HF | H | 6.20-6.80 |

For references and abbreviations see page 146

***For Directory of the Truck Manufacturers listed above, see Table of Contents***

# 1958 TRUCK SPECIFICATIONS—*continued*

| MAKE AND MODEL | WHEEL-BASE | | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES (D-dual rear S-single rear) | | ENGINE DETAILS | | | | | | TRANSMISSION | | REAR AXLE | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Minimum Standard | Maximum Standard | | | Standard Front and Rear | Maximum Authorized Tire Size (Duals unless noted) | Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Make and Model | Forward Speeds | Make and Model | Gear and Tyne | Drive and Torque | Gear Ratio Range in High |
| Ward La Fr D-1 | 149 | 220 | 25000 | *9500 | 10.00/20 | 11.00/20 | Con T6427 | 6-4 1/8 x4 7/8 | 427 | 5.1 | 340 | 152-2600 | Ful 5A430 | 5 | Tim Q-100 | B | R | ** -6.83 |
| D-1C | 149 | 220 | 29000 | *9500 | 11.00/20 | 11.00/22 | Con T6427 | 6-4 1/8 x4 7/8 | 427 | 5.1 | 340 | 152-2600 | Ful 5A430 | 5 | Tim U-200 | S2 | R | ** -7.08 |
| D-3 | 149 | 220 | 29000 | *10000 | 11.00/20 | 11.00/22 | Con R6572 | 6-4 5/8 x5 5/8 | 572 | 5.9 | 440 | 189-2600 | Ful 5C650 | 5 | Tim R-200 | S2 | R | ** -7.84 |
| D-3S | 149 | 220 | 29000 | *10000 | 11.00/20 | 11.00/22 | Con R6602 | 6-4 7/8 x5 5/8 | 602 | 5.9 | 463 | 198-2600 | Ful 5C650 | 5 | Tim R-200 | S2 | R | ** -7.84 |
| (D) D-5 | 149 | 220 | 35000 | *12500 | 11.00/22 | 11.00/22 | Cum HB600 | 6-4 7/8 x6 | 672 | 17.0 | 500 | 150-1800 | Ful 5C650 | 5 | Tim R-200 | S2 | R | ** -6.42 |
| White-Freightliner (c.o.e.) WF-42T | 115 | 120 | | 10600 | 10.00/20 | | Cum NHB | 6-5 1/2 x6 | 743 | 13.0 | 575 | 200-2100 | Spi 8041 | 8 | Tim R-330 | SFd | H | 4.77-6.38 |
| **Four-Wheel Drive** | | | | | | | | | | | | | | | | | | |
| Coleman G-55 | 150 | 160 | 34000 | 12000 | 11.00/20 | 12.00/20 | Buda LO-525 | 6-4 1/2 x5 1/2 | 525 | 6.7 | 400 | 150-2200 | Fu 5A650 | 5 | OW-289-CM | 2 | | 7.17-9.72 |
| G-55 | 150 | 160 | 34000 | 12000 | 11.00/20 | 12.00/20 | Wau 140GZ | 6-4 5/8 x5 1/2 | 554 | 6.4 | 451 | 188-2600 | Fu 4A86 | 4 | OW-289-CM | 2 | | 7.17-9.72 |
| (D) D-55 | 150 | 160 | 34000 | 13000 | 11.00/20* | 12.00/20 | Cum HB600† | 6-4 7/8 x6 | 672 | 17.0 | 500 | 150-1800 | Fu 5A650■ | 5 | OW-289-CM | 2 | | 7.17-9.72 |
| Diamond T | | | | | | | | | | | | | | | | | | |
| (D) 723JT | 133 | 211 | 29500 | 9800 | 9.00/20 | 11.00/20 | Cum JT6B | 6-4 1/4 x5 | 401 | | 405 | 175-2500 | Fu 5A650 | 5 | Eat 18803 | | | |
| (D) 723CJT | 111 | 189 | 29500 | 9450 | 9.00/20 | 11.00/20 | Cum JT6B | 6-4 1/4 x5 | 401 | | 405 | 175-2500 | Fu 5A650 | 5 | Eat 18803 | | | |
| Dodge L6-W100 | 108 | 116 | 5100 | 3100 | 7.17.5S | 7/17.5S | Own | 6-3 1/4 x4 5/8 | 230 | 7.9 | 202 | 120-3600 | NP 89905 | 3 | Own | H 1/2 | H | 4.1 -4.89 |
| L8-W100 | 108 | 116 | 5100 | 3200 | 7.17.5S | 7/17.5S | Own | 8-3 5/8 x3 1/2 | 315 | 8.1 | 290 | 204-4400 | NP 89905 | 3 | Own | H 1/2 | H | 4.1 -4.89 |
| L6-W200 | 116 | 116 | 8000 | 3275 | 7.17.5S | 7/17.5 | Own | 6-3 1/4 x4 5/8 | 230 | 7.9 | 202 | 120-3600 | NP 89905 | 3 | Own | HF | H | 4.1 -4.89 |
| L8-W200 | 116 | 116 | 8000 | 3375 | 7.17.5S | 7/17.5 | Own | 8-3 5/8 x3 1/2 | 315 | 8.1 | 290 | 204-4400 | NP 89905 | 3 | Own | HF | H | 4.1 -4.89 |
| L6-W300M | 126 | 126 | 9500 | 4450 | 7.50.16S | 9.00/16S | Own | 6-3 1/4 x4 5/8 | 230 | 7.9 | 198 | 113-3600 | NP 420 | 4 | Own | HF | H | 4.89-5.83 |
| L6-W300 | 129 | 129 | 10000 | 3925 | 8.19.5S | 8/17.5 | Own | 6-3 7/8 x4 1/2 | 251 | 7.1 | 216 | 125-3600 | NP 420 | 4 | Spi 70 | HF | H | 4.88-5.87 |
| L8-W300 | 129 | 129 | 10000 | 4000 | 8.19.5S | 8/17.5 | Own | 8-3 5/8 x3 1/2 | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Spi 70 | HF | H | 4.88-5.87 |
| L6-W500 | 156 | 174 | 20000 | 6375 | 8/22.5D | 9/22.5 | Own | 6-3 7/8 x4 1/2 | 265 | 7.1 | 228 | 130-3600 | NP 420 | 4 | Tim H141 | HF | H | ** -6.8 |
| L8-W500 | 156 | 174 | 20000 | 6450 | 8/22.5D | 9/22.5 | Own | 8-3 5/8 x3 1/2 | 315 | 8.1 | 290 | 204-4400 | NP 420 | 4 | Tim H141 | HF | H | ** -6.8 |
| Duplex L-6602-4 | 148 | 220 | 40000 | *13300 | 11.00/20 | 12.00/20 | Con R6602 | 6-4 7/8 x5 5/8 | 602 | 6.1 | 465 | 200-2600 | Fu 5C650 | 5 | Tim 1758 | 2F | H | ** -8.15 |
| LC-600-4 | 148 | 220 | 40000 | *14550 | 11.00/20 | 12.00/20 | Cum HRB600 | 6-5 1/2 x6 | 743 | 16.0 | 540 | 165-1800 | Fu 5C650 | 5 | Tim 1758 | 2F | H | ** -8.15 |
| Fabco (c) FD201A | 130 | 172 | 19000 | 5700 | 7.50/20 | 9.00/20 | Chevrolet | 6-3 5/8 x3 1/2 | 261 | 7.2 | 220 | 135-4000 | Chevrolet* | 8 | Chevrolet | Hyf | H | ** -6.17 |
| (c) FD201B | 130 | 172 | 19000 | 5700 | 7.50/20 | 8.25/20 | Ford | 8-3.5x3.1 | 239 | 7.5 | 215 | 132-4200 | Ford* | 10 | Ford | HF | H | ** -6.8 |
| (c) FD201B | 130 | 172 | 19000 | 5700 | 7.50/20 | 8.25/20 | Ford | 8-3.6x3.1 | 256 | 7.5 | 228 | 140-3900 | Ford* | 10 | Ford | HF | H | ** -6.8 |
| (c) FD251B | 130 | 172 | 27000 | 7500 | 8.25/20 | 9.00/20 | Ford | 8-3.8x3.5 | 317 | 7.2 | 286 | 170-3900 | Ford* | 10 | Ford | SF | H | 7.17-7.67 |
| (c) FD201A | 132½ | 174½ | 17000 | 6100 | 8/22.5 | 10/22.5 | Chevrolet | 8-3 7/8 x3 | 283 | 8.0 | 270 | 160-4200 | Chevrolet* | 8 | Chevrolet | Hyf | H | ** -7.20 |
| (c) FD201C | 131 | 173 | 19000 | 6000 | 8/22.5 | 10/22.5 | GMC | 8-3 1/2 x3 7/8 | 347 | 7.8 | 317 | 206-4400 | GMC* | 8 | GMC | Hyf | H | ** -6.17 |
| (c) FD251D | 154 | 172 | 20000 | 6500 | 8/22.5 | 10/22.5 | Int | 6-3 7/8 x4 1/2 | 269 | 6.5 | 227 | 103-2800 | Int* | 10 | Tim F105 | HF | H | ** -6.80 |
| (c) FD302B | 132 | 192 | 26000 | 8000 | 10/22.5 | 11/22.5 | Ford | 8-3.8x3.6 | 332 | 7.6 | 328 | 212-3800 | Ford* | 10 | Eat 1/90 | SF | H | ** -7.17 |
| Federal 200R44 | 145 | 193 | 22000 | *7065 | 8.25/20 | | Her JXD | 6-4x4 1/4 | 320 | | 254 | 125-3200 | Cla 205V | 5 | Tim H140 | H | | ** -6.17 |
| (D) D200R44 | 145 | 193 | 22000 | *7485 | 8.25/20 | | Con TD6427 | 6-4 7/8 x4 7/8 | 427 | | 307 | 116-2400 | Cla 290V | 5 | Tim H140 | H | | ** -6.17 |
| 300R44 | 145 | 193 | 24000 | *7370 | 9.00/20 | | Her JXLD | 6-4x4 1/4 | 339 | | 264 | 138-3000 | Cla 205V | 5 | Tim L140 | H | | ** -6.17 |
| (D) D300R44 | 145 | 193 | 24000 | *7945 | 9.00/20 | | Cum JN6B | 6-4 1/2 x5 | 401 | | 290 | 125-2500 | Cla 290V | 5 | Tim L140 | H | | ** -6.17 |
| 400R44 | 145 | 193 | 29000 | *10802 | 10.00/20 | | Con T6427 | 6-4 7/8 x4 7/8 | 427 | | 356 | 179-3000 | Cla 290V | 5 | Tim QT140 | H | | ** -7.20 |
| (D) D400R44 | 145 | 193 | 29000 | *10872 | 10.00/20 | | Cum JBS600 | 6-4 1/2 x5 | 401 | | 350 | 150-2500 | Cla 290V | 5 | Tim QT140 | H | | ** -7.20 |
| 500R44 | 145 | 193 | 34000 | *11280 | 11.00/22 | | Con U6501 | 6-4 1/2 x5 1/4 | 501 | | 413 | 178-2600 | Fu 5A65 | 5 | Tim R140 | H | | ** -7.20 |
| (D) D500R44 | 145 | 193 | 34000 | *12440 | 11.00/22 | | Cum HRFB600 | 6-5 1/2 x6 | 743 | | 550 | 180-2000 | Fu 5A65 | 5 | Tim R140 | H | | ** -7.20 |
| 600R44 | 145 | 193 | 40000 | *12332 | 11.00/22 | | Con R6602 | 6-4 7/8 x5 5/8 | 602 | | 484 | 232-2800 | Fu 5A65 | 5 | Tim U200 | H2 | | ** -7.20 |
| (D) D700R44 | 145 | 193 | 40000 | *13890 | 11.00/22 | | Cum NHB600 | 6-5 1/2 x6 | 743 | | 535 | 210-2100 | 8051A | 5 | Tim U200 | H2 | | ** -7.20 |
| FWD *140 | 142 | Opt | 14500 | 6200 | 7.50/20D | 10.00/20S | Int BD240 | 6-3 7/8 x4 1/4 | 240 | 7.0 | 223 | 141-3800 | WG-T9 | 8 | Own 13C | SF | H | ** -6.17 |
| U150 | 130 | Opt | 14500 | 6250 | 7.50/20D | 10.00/20S | Int BD240 | 6-3 7/8 x4 1/4 | 240 | 7.0 | 223 | 141-3800 | WG-T9 | 8 | Own 13C | SF | H | ** -6.17 |
| *181 | 154 | Opt | 18000 | 6820 | 8.25/20D | 10.00/20S | Int BD282 | 6-3 1/2 x4 1/2 | 282 | 6.5 | 254 | 141-3600 | Int F51C | 5 | Own 13C | SF | H | 5.67-10.5 |
| *182 | 154 | Opt | 18000 | 6830 | 8.25/20D | 10.00/20S | Int BD308 | 6-3 1/2 x4 1/2 | 308 | 6.5 | 286 | 154-3600 | Int F51C | 5 | Own 13C | SF | H | 5.67-10.5 |
| *202 | 154 | Opt | 20000 | 6880 | 8.25/20D | 10.00/20S | Int BD308 | 6-3 1/2 x4 1/2 | 308 | 6.5 | 286 | 154-3600 | Int F51C | 5 | Own 13C | SF | H | 5.67-10.5 |
| *232 | 154 | Opt | 23000 | 8100 | 9.00/20D | 10.00/20 | Int BD308 | 6-3 1/2 x4 1/2 | 308 | 6.5 | 286 | 154-3600 | Int F51C | 5 | Own 23 | SF | H | 4.86-8.98 |
| *233D | 154 | Opt | 23000 | 9000 | 9.00/20D | 10.00/20 | GMC 3-71 | 3-4 1/2 x5 | 213 | 16.0 | 270 | 102-2100 | Ful 5A430 | 5 | Own 23 | SF | H | 4.86-8.98 |
| *284 | 154 | Opt | 28000 | 8850 | 10.00/20D | 11.00/20 | Int RD372 | 6-4 5/8 x4 1/2 | 372 | 6.5 | 309 | 165-3200 | Ful 5A43 | 5 | Own 23 | SF | H | 4.86-8.98 |
| M284D | 161 | Opt | 28000 | 9800 | 10.00/20D | 11.00/20 | GMC 4-71 | 4-4 1/2 x5 | 284 | 17.0 | 380 | 150-2300 | Ful 5C650 | 5 | Own 23 | SF | H | 4.86-8.98 |
| M284 | 161 | Opt | 28000 | 8850 | 10.00/20D | 11.00/20 | Int RD372 | 6-4 5/8 x4 1/2 | 372 | 6.5 | 309 | 165-3200 | Ful 5A43 | 5 | Own 23 | SF | H | 4.86-8.98 |
| *284D | 154 | Opt | 28000 | 9800 | 10.00/20D | 11.00/20 | GMC 4-71 | 4-4 1/2 x5 | 284 | 17.0 | 380 | 150-2300 | Ful 5C650 | 5 | Own 23 | SF | H | 4.86-8.98 |
| *285 | 154 | Opt | 28000 | 8860 | 10.00/20D | 11.00/20 | Int RD406 | 6-4 5/8 x4 1/2 | 406 | 6.5 | 338 | 175-3200 | Ful 5A43 | 5 | Own 23 | SF | H | 4.86-8.98 |
| *285D | 154 | Opt | 28000 | 9750 | 10.00/20D | 11.00/20 | Cum JT6B | 6-4 1/2 x5 | 401 | 16.0 | 407 | 175-2500 | Ful 5C650 | 5 | Own 23 | SF | H | 4.86-8.98 |
| M285 | 161 | Opt | 28000 | 8860 | 10.00/20D | 11.00/20 | Int RD406 | 6-4 5/8 x4 1/2 | 406 | 6.5 | 338 | 175-3200 | Ful 5A43 | 5 | Own 23 | SF | H | 4.86-8.98 |
| *305 | 154 | Opt | 30000 | 11400 | 11.00/20D | 13.00/20S | Int RD406 | 6-4 5/8 x4 1/2 | 406 | 6.5 | 338 | 175-3200 | Ful 5A62 | 5 | Own 33A | SF | H | 4.18-12.2 |
| *326 | 154 | Opt | 32000 | 11400 | 11.00/20D | 13.00/20S | Int RD450 | 6-4 5/8 x5 | 450 | 6.5 | 388 | 182-3000 | Ful 5A62 | 5 | Own 33A | SF | H | 4.18-12.2 |
| *324D | 154 | Opt | 32000 | 12150 | 11.00/20D | 13.00/20S | GMC 4-71 | 4-4 1/2 x5 | 284 | 17.0 | 380 | 150-2300 | Ful 5C650 | 5 | Own 33A | SF | H | 4.18-12.2 |
| *327D | 154 | Opt | 32000 | 12930 | 11.00/20D | 13.00/20S | Cum HR6B | 6-5 1/2 x6 | 743 | 16.0 | 550 | 175-1800 | Ful 5C720 | 5 | Own 33A | SF | H | 4.18-12.2 |
| *367 | 154 | Opt | 36000 | 11600 | 11.00/20D | 13.00/20S | Int RD501 | 6-4 1/2 x5 1/4 | 501 | 6.5 | 444 | 212-3000 | Ful 5C65 | 5 | Own 33 | SF | H | 4.85-14.1 |
| *368D | 154 | Opt | 36000 | 13100 | 11.00/20D | 13.00/20S | Cum HRFB | 6-5 1/2 x6 | 743 | 16.0 | 580 | 190-2000 | Ful 5C720 | 5 | Own 33 | SF | H | 4.85-14.1 |
| S326 | 154 | Opt | 32000 | 11100 | 12.00/20S | 13.00/20S | Int RD450 | 6-4 5/8 x5 | 450 | 6.2 | 388 | 182-3000 | Ful 5A62 | 5 | Own 32A | SF | H | 4.18-12.2 |
| *408 | 154 | Opt | 40000 | 13900 | 12.00/20D | 14.00/20S | Wau 145GK | 6-5 1/2 x6 | 779 | 6.2 | 595 | 216-2000 | Ful 10A1120 | 10 | Own 33 | SF | H | 5.71-8.53 |
| *409 | 154 | Opt | 40000 | 13900 | 12.00/20D | 14.00/20S | Wau 145GKB | 6-5 1/2 x6 | 779 | 6.2 | 595 | 240-2400 | Ful 10A1120 | 10 | Own 33 | SF | H | 5.71-8.53 |
| *406D | 154 | Opt | 40000 | 14630 | 12.00/20D | 14.00/20S | GMC 6-71 | 6-4 1/2 x5 | 426 | 16.0 | 570 | 230-2300 | Ful 10A1120 | 10 | Own 33 | SF | H | 5.71-8.53 |
| *409D | 154 | Opt | 40000 | 14800 | 12.00/20D | 14.00/20S | Cum NH6B | 6-5 1/2 x6 | 743 | 16.0 | 612 | 220-2100 | Ful 10A1120 | 10 | Own 33 | SF | H | 5.71-8.53 |
| *327 | 154 | Opt | 32000 | 11450 | 11.00/20D | 13.00/20S | Int RD501 | 6-4 1/2 x5 1/4 | 501 | 6.5 | 444 | 212-3000 | Ful 5C65 | 5 | Own 33A | SF | H | 4.18-12.2 |
| *A329 | 154 | Opt | 32000 | 13215 | 12.00/20S | 13.00/20S | Wau 145GKB | 6-5 1/2 x6 | 779 | 6.2 | 595 | 240-2400 | Ful 10B1120 | 10 | Own 33A | SF | H | 4.18-12.2 |
| *T47 | 142 | ... | 28000 | 9445 | 10.00/20D | | Int RD501 | 6-4 1/2 x5 1/4 | 501 | 6.5 | 444 | 212-3000 | Ful R46 | 8 | Own 23 | SF | H | 4.86-10.5 |
| *T44D | 142 | ... | 28000 | 10245 | 10.00/20D | | GMC 4-71 | 4-4 1/2 x5 | 284 | 17.0 | 380 | 150-2300 | Ful R46 | 8 | Own 23 | SF | H | 4.86-10.5 |
| *T45D | 142 | ... | 28000 | 10245 | 10.00/20D | | Cum JT6B | 6-4 1/2 x5 | 401 | 16.0 | 407 | 175-2500 | Ful R46 | 8 | Own 23 | SF | H | 4.86-10.5 |
| *T414D | 142 | ... | 28000 | 10445 | 10.00/20D | | Deu F81-614 | 8-4 5/8 x5 1/2 | 649 | 17.0 | 448 | 186-2300 | Ful 5C65 | 5 | Own 23 | SF | H | 4.86-10.5 |
| Marmon-Herr 6M104 | 110 | 118 | 5500 | *3300 | 6.50.16S | 6.50.16S | Ford | 6-3 5/8 x3 3/8 | 223 | 8.3 | 207 | 139-4200 | Ford* | 4 | Ford | H 1/2 | H | ** -3.70 |
| M104 | 110 | 118 | 5500 | *3425 | 6.50.16S | 6.50.16S | Ford | 8-3 5/8 x3 3/8 | 272 | 8.3 | 260 | 171-4400 | Ford* | 4 | Ford | H 1/2 | H | ** -3.70 |
| 6M504 | 130 | 154 | 17000 | *4964 | 7/22.5D | 8/22.5 | Ford | 6-3 5/8 x3 3/8 | 223 | 8.3 | 207 | 139-4200 | Ford | 4 | Ford | HF | H | ** -5.83 |
| M504 | 130 | 154 | 17000 | *5089 | 7/22.5D | 8/22.5 | Ford | 8-3 5/8 x3 3/8 | 272 | 8.3 | 262 | 181-4400 | Ford | 4 | Ford | HF | H | ** -5.83 |
| M504 | 130 | 154 | 17000 | *5089 | 7/22.5D | 8/22.5 | Ford | 8-3 5/8 x3 3/8 | 272 | 7.6 | 260 | 178-3800 | Ford | 4 | Ford | HF | H | ** -5.83 |
| 6M604 | 130 | 192 | 21000 | *5339 | 8/22.5D | 10/22.5 | Ford | 6-3 5/8 x3 3/8 | 223 | 8.3 | 207 | 139-4200 | Ford† | 4 | Ford | HF | H | ** -6.8 |

For references and abbreviations see page 146

***For Directory of the Truck Manufacturers listed above, see Table of Contents***

# 1958 TRUCK SPECIFICATIONS—*continued*

| MAKE AND MODEL | WHEEL-BASE Minimum Standard | WHEEL-BASE Maximum Standard | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES D-dual rear S-single rear Standard Front and Rear | TIRE SIZES Maximum Authorized Tire Size (Duals unless noted) | ENGINE DETAILS Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | TRANSMISSION Make and Model | Forward Speeds | REAR AXLE Make and Model | Gear and Type | Drive and Torque | Gear Ratio Range in High |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Four-Wheel Drive—Cont'd** | | | | | | | | | | | | | | | | | | |
| Marmon-Herr. Cont'd | | | | | | | | | | | | | | | | | | |
| M604 | 130 | 192 | 21000 | *5464 | 8/22.5D | 10/22.5 | Ford | 8-3⅝x3⅛ | 272 | 8.3 | 262 | 181-4400 | Ford† | 4 | Ford | HF | H | ** -6.8 |
| M604 | 130 | 192 | 21000 | *5464 | 8/22.5D | 10/22.5 | Ford | 8-3⅝x3⅛ | 272 | 7.6 | 260 | 178-3800 | Ford† | 4 | Ford | HF | H | ** -6.8 |
| M704 | 132 | 192 | 22500 | *6753 | 8/22.5D | 10/22.5 | Ford | 8-3⅝x3⅛ | 272 | 7.6 | 260 | 178-3800 | Ford† | 4 | Ford | HF | H | ** -7.17 |
| M704 | 132 | 192 | 22500 | *6758 | 8/22.5D | 10/22.5 | Ford | 8-3⅝x3⅛ | 272 | 8.3 | 262 | 181-4400 | Ford† | 4 | Ford | HF | H | ** -7.17 |
| M754 | 132 | 192 | 24000 | *7003 | 9/22.5D | 10/22.5 | Ford | 8-3⅝x3⅛ | 302 | 7.6 | 299 | 196-3800 | Ford | 5 | Ford | HF | H | ** -7.17 |
| M804 | 132 | 192 | 26000 | *7812 | 10/22.5D | 11/22.5 | Ford | 8-3⅝x3⅛ | 332 | 7.6 | 328 | 212-3800 | Ford | 5 | Ford | HF | H | ** -7.17 |
| M904 | 132 | 192 | 29000 | *7840 | 11/22.5D | 12/22.5 | Ford | 8-3⅝x3⅛ | 332 | 7.6 | 328 | 212-3800 | Ford | 5 | Ford | HF | H | ** -7.17 |
| (Sc. Bus Ch.) 4SC | 178½ | 178 | 24000 | 7840 | 9.00/20D | 10.00/20 | Ford ECT2V | 8-3⅝x3⅛ | 332 | 7.5 | 318 | 200-3800 | ..... | 5 | ..... | HF | H | 6.8 -7.2 |
| (Sc. Bus Ch.) 6SC | 205 | 205 | 24000 | 7900 | 9.00/20D | 10.00/20 | Ford ECT2V | 8-3⅝x3⅛ | 332 | 7.5 | 318 | 200-3800 | ..... | 5 | ..... | HF | H | 6.8 -7.2 |
| (Sc. Bus Ch.) 5SC | 233 | 233 | 24000 | 7970 | 9.00/20D | 10.00/20 | Ford ECT2V | 8-3⅝x3⅛ | 332 | 7.5 | 318 | 200-3800 | ..... | 5 | ..... | HF | H | 6.8 -7.2 |
| (Sc. Bus Ch.) 4SC | 178 | 178 | 24000 | 7840 | 9.00/20D | 10.00/20 | Ford ECT4V | 8-3⅝x3⅛ | 332 | 7.5 | 326 | 212-3800 | ..... | 5 | ..... | HF | H | 6.8 -7.2 |
| (Sc. Bus Ch.) 6SC | 205 | 205 | 24000 | 7900 | 9.00/20D | 10.00/20 | Ford ECT4V | 8-3⅝x3⅛ | 332 | 7.5 | 326 | 212-3800 | ..... | 5 | ..... | HF | H | 6.8 -7.2 |
| (Sc. Bus Ch.) 5SC | 233 | 233 | 24000 | 7970 | 9.00/20D | 10.00/20 | Ford ECT4V | 8-3⅝x3⅛ | 332 | 7.5 | 326 | 212-3800 | ..... | 5 | ..... | HF | H | 6.8 -7.2 |
| Oshkosh W-216 | 152 | 205 | 23600 | 8915 | 10/22.5 | 11/22.5 | Int RD406 | 6-4⅜x4½ | 406 | 6.5 | 338 | 164- | Own | 5 | Own 216 | HF | H | ** -6.20 |
| W-316 | 152 | 205 | 28000 | 9310 | 10/22.5 | 11/22.5 | Int RD406 | 6-4⅜x4½ | 406 | 6.5 | 338 | 164- | Own | 5 | Own 316 | HF | H | ** -6.20 |
| W-416 | 152 | 205 | 30000 | 10060 | 11/22.5 | 12/22.5 | Int RD406 | 6-4⅜x4½ | 406 | 6.5 | 338 | 164- | Own | 5 | Own 416 | HF | H | ** -6.20 |
| W-516 | 152 | 205 | 32000 | 10740 | 12/22.5 | 12/22.5 | Int RD450 | 6-4⅜x5 | 450 | 6.2 | 388 | 174- | Own | 5 | Own 516 | HF | H | ** -6.20 |
| W-616 | 152 | 205 | 36000 | 11180 | 12/22.5 | 12/22.5 | Int RD501 | 6-4¼x5¼ | 501 | 6.5 | 444 | 200- | Own | 5 | Own 616 | HF | H | ** -6.20 |
| W-514-D | 150 | 205 | 30000 | 10300 | 10.00/20D | 11.00/20 | Cum JT6B | 6-4¼x5 | 401 | | 407 | 175-2500 | Own W514 | 5 | Own W514 | HF | H | ** -7.2 |
| W-1700-15-C | 160¾ | | 34000 | 12300 | 11.00/20D | 12.00/20 | Con R6513 | 6-4¼x5⅝ | 513 | | 427 | 190-2600 | O. W1700-15 | 10 | O. W1700-15 | SF | H | ** -7.15 |
| W-1700-15-CR | 161⅛ | | 34000 | 12300 | 11.00/20D | 12.00/20 | Con R6513 | 6-4¼x5⅝ | 513 | | 427 | 190-2600 | O. W1700-15 | 10 | O. W1700-15 | SF | H | ** -7.27 |
| W-814 | 150 | 205 | 36000 | 12600 | 11.00/20D | 12.00/20 | Con R6572 | 6-4¾x5⅝ | 572 | | 464 | 210-2600 | Own W814 | 5 | Own W814 | SF | H | ** -7.1 |
| W-815 | 150 | 205 | 36000 | 12600 | 11.00/20D | 12.00/20 | Con R6602 | 6-4⅞x5⅝ | 602 | | 484 | 218-2600 | Own W815 | 5 | Own W815 | SF | H | ** -7.1 |
| W-824 | 150 | 205 | 36000 | 12800 | 11.00/20D | 12.00/20 | Con R6572 | 6-4¾x5⅝ | 572 | | 464 | 210-2600 | Own W824 | 5 | Own W824 | 2F | H | ** -7.2 |
| W-825 | 150 | 205 | 36000 | 12800 | 11.00/20D | 12.00/20 | Con R6602 | 6-4⅞x5⅝ | 602 | | 484 | 218-2600 | Own W825 | 5 | Own W825 | 2F | H | ** -7.2 |
| W-816 | 150 | 205 | 36000 | 14100 | 12.00/20D | 12.00/20 | Cum HB600 | 6-4⅞x6 | 672 | | 500 | 150-1800 | Own W816 | 5 | Own W816 | SF | H | ** -5.6 |
| W-826 | 150 | 205 | 36000 | 14300 | 12.00/20D | 12.00/20 | Cum HB600 | 6-4⅞x6 | 672 | | 500 | 150-1800 | Own W826 | 5 | Own W826 | 2F | H | ** -5.6 |
| W-817 | 158 | 205 | 40000 | 14400 | 12.00/20D | 14.00/20S | Cum HRFB600 | 6-5¼x6 | 743 | | 550 | 180-2000 | Own W817 | 5 | Own 817 | SF | H | ** -5.4 |
| W-827 | 158 | 205 | 40000 | 14600 | 12.00/20D | 14.00/20S | Cum HRFB600 | 6-5¼x6 | 743 | | 550 | 180-2000 | Own W827 | 5 | Own 827 | 2F | H | ** -5.4 |
| (D) WA-906 | 160 | 205 | 42000 | *16000 | 13.00/20D | 14.00/20S | Cum HRFB600 | 6-5¼x6 | 743 | | 550 | 180-2000 | Own WA906 | 12 | Own WA906 | 2F | H | ** -6.15 |
| W-2211 | 160 | 205 | 44000 | *16500 | 13.00/20D | 14.00/20S | Wau 145GBK | 6-5¼x6 | 779 | | 590 | 240-2400 | Own W2211 | 12 | Own W2211 | 2F | H | ** -6.15 |
| W-2206 | 160 | 205 | 54000 | *19000 | 13.00/24D | 14.00/24 | HS 1091G1 | 6-5¾x7 | ■ | | 960 | 330-2000 | Own W2206 | 10 | Own W2206 | 2F | H | ** -6.3 |
| (D) WA-2208 | 160 | 205 | 44000 | *16900 | 13.00/20D | 14.00/20S | Cum NHB600 | 6-5¼x6 | 743 | | 550 | 200-2100 | Own WA2208 | 12 | Own WA2208 | 2F | H | ** -6.15 |
| (D) W-2209 | 160 | 205 | 54000 | *19500 | 13.00/24D | 14.00/24 | Cum NHRS600 | 6-5¼x6 | 743 | | 818 | 300-2100 | Own W2209 | 10 | Own W2209 | 2F | H | ** -6.30 |
| Walter (c.f.) FZM | 126 | 150 | 24000 | 9000 | 12.00/20S | ..... | Wau MZA | 6-4¼x4⅜ | 404 | 5.6 | 290 | 125-2600 | Own FJN | 6 | Own MS | 2 | H | ** -8.00 |
| (c.f.) AEB | 126 | 150 | 36000 | 13000 | 12.00/24S | ..... | Wau 140GZ | 6-4⅝x5½ | 554 | 6.2 | 440 | 165-2250 | Own FC | 6 | Own FCC | 2 | H | ** -9.00 |
| (c.f.) AGB | 138 | 162 | 36000 | 14000 | 12.00/24S | ..... | Wau 145GKB | 6-5¼x6 | 779 | 6.2 | 585 | 240-2400 | Own FA | 6 | Own FCC | 2 | H | ** -9.00 |
| (c.f.) AGR | 138 | 162 | 42000 | 15000 | 12.00/24D | ..... | Wau 145GKB | 6-5¼x6 | 779 | 6.2 | 585 | 240-2400 | Own FA | 6 | Own FCR | 2 | H | ** -9.00 |
| Ward La France FD1 | ..... | ..... | 35000 | *11500 | 11.00/22 | 11.00/22 | Cont 6513 | 6-4¼x5¾ | 513 | 5.9 | 405 | 180-2800 | Ful 5A620 | 5 | Tim R462W | S2 | R | ** -8.15 |
| (D) FD2 | ..... | ..... | 35000 | *12000 | 11.00/24 | 11.00/24 | Cum HB600 | 6-5¼x6 | 672 | 17.0 | 500 | 150-1800 | Ful 5A920 | 5 | Tim R462W | S2 | R | ** -8.15 |
| Willys F4-134-4x4 | 104½ | 104½ | 4500 | 1850 | 7.00/15S | 7.00/15S | Own | 4-3½x4⅜ | 134 | 6.9 | 114 | 72-4000 | WG T90C | 3 | Spi 2201-4 | H½ | H | ** -5.38 |
| F4-134-4x2 | 104½ | 104½ | 4500 | 1701 | 6.70/15S | 6.70/15S | Own | 4-3½x4⅜ | 134 | 7.4 | 114 | 75-4000 | WG T96* | 3 | Spi 2201-3 | H½ | H | ** -4.89 |
| F4-134-4WD | 118 | 118 | 6000 | 2016 | 7.00/16S | 7.00/16S | Own | 4-3½x4⅜ | 134 | 6.9 | 114 | 72-4000 | WG T90C | 3 | Spi 2153-1 | H½ | H | ** -5.38 |
| L6-226-4x4 | 104½ | 104½ | 4500 | 1963 | 7.00/15S | 7.00/15S | Own | 6-3⅛x4⅜ | 226 | 6.9 | 190 | 105-3600 | WG T90J | 3 | Spi 2201-5 | H½ | H | ** -4.27 |
| L6-226-4x2 | 104½ | 104½ | 4500 | 1814 | 6.70/15S | 6.70/15S | Own | 6-3⅛x4⅜ | 226 | 6.9 | 190 | 105-3600 | WG T86J | 3 | Spi 2201-5 | H½ | H | 4.27-4.89 |
| L6-226-4WD | 118 | 118 | 6000 | 2127 | 7.00/16S | 7.00/16S | Own | 6-3⅛x4⅜ | 226 | 6.9 | 190 | 105-3600 | WG T90J | 3 | Spi 2199-4 | H½ | H | ** -4.88 |
| CJ-3B | 80⅛ | 80⅛ | 3500 | 1836 | 6.00/16S | 6.00/16S | Own | 4-3½x4⅜ | 134 | 6.9 | 114 | 72-4000 | WG T98A | 4 | Spi 2231-1 | H½ | H | ** -5.38 |
| CJ-5 | 81 | 81 | 3750 | 1867 | 6.00/16S | 6.00/16S | Own | 4-3½x4⅜ | 134 | 6.9 | 114 | 72-4000 | WG T98A | 4 | Spi 2231-1 | H½ | H | ** -5.38 |
| CJ-6 | 101 | 101 | 3900 | 1916 | 6.00/16S | 6.00/16S | Own | 4-3½x4⅜ | 134 | 6.9 | 114 | 72-4000 | WG T98A | 4 | Spi 2231-1 | H½ | H | ** -5.38 |
| DJ-3A | 80⅛ | 80⅛ | 2600 | 1458 | 6.40/15S | 6.40/15S | Own | 4-3½x4⅜ | 134 | 6.5 | 105 | 60-4000 | WG T98A | 4 | Spi 2216-1 | H½ | H | ** -4.56 |
| FC-150 | 81 | 81 | 5000 | 1955 | 7.00/15S | 7.00/15S | Own | 4-3½x4⅜ | 134 | 6.9 | 114 | 72-4000 | WG T90A | 3 | Spi 2231-1 | H½ | H | ** -5.38 |
| FC-170 | 103½ | 103½ | 7000 | 2168 | 7.00/16S | 7.00/16S | Own | 6-3⅛x4⅜ | 226 | 6.9 | 190 | 105-3600 | WG T90A | 3 | Spi 2285-1 | H½ | H | 4.27-5.38 |
| **Six-Wheelers** | | | | | | | | | | | | | | | | | | |
| Diamond T 730 | 133 | 211 | 29500 | 8950 | 10.00/20 | 11.00/22S | Own XL450 | 6-4⅝x5 | 451 | | 388 | 174-2600 | Cla 292VO | 5 | Eat 18803 | ..... | R | ..... |
| 730C | 99 | 189 | 29500 | 8500 | 10.00/20 | 11.00/22S | Own XL450 | 6-4⅝x5 | 451 | | 388 | 174-2600 | Cla 292VO | 5 | Eat 18803 | ..... | R | ..... |
| 830 | 145 | 211 | 30000 | 8700 | 10.00/20 | 11.00/22S | Own XL501 | 6-4¼x5¼ | 501 | | 444 | 212-3000 | Fu 5A650 | 5 | Eat 18803 | ..... | R | ..... |
| 830C | 99 | 189 | 30000 | 8600 | 10.00/20 | 11.00/22S | Own XL501 | 6-4¼x5¼ | 501 | | 444 | 212-3000 | Fu 5A650 | 5 | Eat 18803 | ..... | R | ..... |
| 831 | 145 | 211 | 30000 | 9300 | 10.00/20D | 11.00/22 | HS 590 | 6-5x5 | 590 | | 501 | 239-2800 | Spi 6452 | 5 | Eat 18803 | S | | Opt |
| (D) 921 | 145 | 211 | 31500 | 11000 | 9.00/20D | 11.00/22 | Cum HB600 | 6-4⅞x6 | 672 | | 480 | 150-1500 | Spi 6452 | 5 | Eat 18803 | ..... | R | ..... |
| (D) 921R | 145 | 211 | 31500 | 11700 | 9.00/20D | 11.00/22 | Cum HRF6B | 6-5¼x6 | 743 | | 579 | 190-2000 | Fu 10B1120 | 10 | Tim R140P | ..... | R | ..... |
| (D) 921N | 145 | 211 | 31500 | 11800 | 9.00/20D | 11.00/22 | Cum NH6B | 6-5¼x6 | 743 | | 604 | 220-2100 | Fu 10B1120 | 10 | Tim R140P | ..... | ..... | ..... |
| (D) 921CR | 114 | 190 | 31500 | 11500 | 10.00/20D | 11.00/20 | Cum HRF6B | 6-5¼x6 | 743 | | 579 | 190-2000 | Fu 5C720 | 5 | Eat 1911 | ..... | ..... | ..... |
| (D) 921CN | 114 | 190 | 31500 | 11600 | 10.00/20D | 11.00/20 | Cum NH6B | 6-5¼x6 | 743 | | 604 | 220-2100 | Fu 5C720 | 5 | Eat 1911 | ..... | ..... | ..... |
| (D) 923 | 133 | 213 | 30000 | 10500 | 10.00/20 | 11.00/24 | Cum HF6B | 6-4⅞x6 | 672 | | 450 | 180-2100 | Fu 5A650 | 5 | Eat 18803 | S | | Opt |
| 900CHS | 114 | 190 | 31500 | 10000 | 10.00/20 | 11.00/22 | HS 590 | 6-5x5 | 590 | | 501 | 239-2800 | Spi 6452 | 5 | Eat 1911 | S | | Opt |
| (D) 921NT | 133 | 213 | 31500 | 11300 | 10.00/20 | 11.00/24 | Cum NTO6B | 6-5¼x6 | 743 | | 698 | 262-..... | Fu 10B1120 | 10 | Tim R140P | Hy | | Opt |
| 921CNT | 114 | 190 | 31500 | 11100 | 10.00/20 | 11.00/20 | Cum NTO6B | 6-5¼x6 | 743 | | 698 | 262-..... | Fu 10B1120 | 10 | Tim R140P | Hy | | Opt |
| Dodge L8-T700 | 141 | 189 | 32000 | 7900 | 8/22.5D | 10/22.5 | Own | 8-3⅛x3⅝ | 354 | 7.5 | 319 | 218-3900 | Cla 265 | 5 | Tim SPHD | SFH | L | 6.8 -7.8 |
| L8-T800 | 144 | 192 | 36000 | 9025 | 9/22.5D | 10/22.5 | Own | 8-3⅛x3⅝ | 354 | 7.5 | 340 | 224-3900 | Cla 265 | 5 | Tim SFHD | SFH | L | 6.8 -7.8 |
| L8-T900 | 144 | 192 | 46000 | 10325 | 10/22.5D | 12/22.5 | Own | 8-3⅛x3⅝ | 354 | 7.5 | 360 | 234-3900 | Cla 300V | 5 | Tim SLDD | SFH | L | 7.8 -8.6 |
| Duplex TH6 | 162 | 220 | 30000 | 9180 | 8.25/20 | 9.00/20 | Her JXD | 6-4x4½ | 320 | 6.2 | 240 | 113-3000 | Fu 5B33‡ | 10 | Tim SBD1055 | BF | L | ** -6.16 |
| RH6 | 160 | 208 | 40000 | 11500 | 10.00/20 | 11.00/20 | Con B6427 | 6-4⅞x4⅞ | 427 | 6.6 | 325 | 141-2600 | Fu 5A43 | 5 | Tim SD3010 | 2F | R | 8.27- |
| (D) L6 | 172 | 208 | 45000 | 15000 | 11.00/20 | 12.00/20 | Cum HB600 | 6-4⅞x6 | 672 | 17.0 | 495 | 150-1800 | Fu 5A920 | 5 | Tim SD454 | SF2 | L | 6.8 -8.15 |
| Fabco (c) FD201A | 130 | Opt | 30000 | 10500 | 8.25/20 | 9.00/20 | Chevrolet | 6-3⅝x3⅛ | 261 | 7.2 | 220 | 135-4000 | Chevrolet* | 8 | Chevrolet | HyF | H | ** -6.17 |
| (c) FD201B | 130 | Opt | 30000 | 10500 | 8.25/20 | 9.00/20 | Ford | 8-3.5x3.1 | 239 | 7.5 | 215 | 132-4000 | Ford* | 10 | Ford | HF | H | ** -6.8 |
| (c) FD201B | 130 | Opt | 30000 | 10500 | 8.25/20 | 9.00/20 | Ford | 8-3.6x3.1 | 256 | 7.5 | 228 | 140-3000 | Ford* | 10 | Ford | HF | H | ** -6.8 |
| (c) FD251B | 130 | Opt | 40000 | 13000 | 8.25/20 | 9.00/20 | Ford | 8-3.8x3.5 | 317 | 7.2 | 286 | 170-3900 | Ford* | 10 | Ford | SF | H | 7.17-7.67 |
| (c) FD201D | 154 | 190 | 27000 | 8700 | 8/22.5 | 10/22.5 | Int | 6-3⅛x4½ | 282 | 6.5 | 251 | 137-3600 | Int* | 10 | Eat | SF | H | ** -6.70 |
| 150 | ..... | ..... | 30000 | 10600 | 9.00/20 | 9.00/20 | Ford | 8-3.8x3.6 | 332 | 7.6 | 328 | 212-3800 | Clark** | 30 | Tim F105 | HF | R | ** -6.80 |
| 150 | ..... | ..... | 30000 | 10600 | 9.00/20 | 9.00/20 | GMC | 6-4x4 | 302 | 7.5 | 268 | 160-3800 | Clark** | 30 | Tim F105 | HF | R | ** -6.80 |

For references and abbreviations see page 146

***For Directory of the Truck Manufacturers listed above, see Table of Contents***

# 1958 TRUCK SPECIFICATIONS—*concluded*

| MAKE AND MODEL | WHEEL-BASE | | Gross Vehicle Weight for Normal Service | Chassis Weight (See definition) | TIRE SIZES (D-dual rear S-single rear) | | ENGINE DETAILS | | | | | | TRANSMISSION | | REAR AXLE | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Minimum Standard | Maximum Standard | | | Standard Front and Rear | Maximum Authorized Tire Size (Duals unless noted) | Make and Model | No. of Cylinders, Bore and Stroke | Displacement | Comp. Ratio | Torque lb. ft. | Max. Brake H.P. at R.P.M. Given | Make and Model | Forward Speeds | Make and Model | Gear and Type | Drive and Torque | Gear Ratio Range in High |
| **Six-Wheelers—Cont'd** | | | | | | | | | | | | | | | | | | | |
| Federal 200R66 | 157 | 193 | 28000 | ^8150 | 8.25/20 | | Her JXD | 6-4x4½ | 320 | | 254 | 125-3200 | Cla 205V | 5 | Tim SPHD | H | | ** | 7.20 |
| (D) D200R66 | 157 | 193 | 28000 | ^8570 | 8.25/20 | | TD 6427 | 6-4⅛x4⅞ | 427 | | 307 | 116-2400 | Cla 290V | 5 | Tim SDHD | H | | ** | 6.17 |
| 300R66 | 157 | 193 | 34000 | ^8554 | 9.00/20 | | Her JXLD | 6-4x4½ | 339 | | 264 | 138-3200 | Cla 205V | 5 | Tim SFHD | H | | ** | 6.17 |
| (D) D300R66 | 157 | 193 | 34000 | ^9129 | 9.00/20 | | Cum JN6B | 6-4½x5 | 401 | | 290 | 125-2500 | Cla 290V | 5 | Tim SFHD | H | | ** | 6.17 |
| 400R66 | 157 | 193 | 42000 | ^12377 | 10.00/20 | | Con T6427 | 6-4⅛x4⅞ | 427 | | 356 | 179-3000 | Cla 290V | 5 | Tim SLHD | H | | ** | 7.20 |
| (D) D400R66 | 157 | 193 | 42000 | ^12677 | 10.00/20 | | Cum JBS600 | 6-4½x5 | 401 | | 350 | 150-2500 | Cla 290V | 5 | Tim SLHD | H | | ** | 7.20 |
| 500R66 | 157 | 193 | 49000 | ^14400 | 11.00/22 | | Con U6501 | 6-4½x5½ | 501 | | 413 | 178-2600 | Cla 5A65 | 5 | Tim SQDD | H | | ** | 7.20 |
| (D) D500R66 | 157 | 193 | 49000 | ^15400 | 11.00/22 | | Cum HRFB600 | 6-5½x6 | 743 | | 550 | 180-2000 | 5A65 | 5 | SQDD | H | | ** | 7.20 |
| 600R66 | 157 | 193 | 61000 | ^16132 | 11.00/22 | | Con R6602 | 6-4⅞x5⅝ | 602 | | 484 | 232-2800 | 5A65 | 5 | SFDD | H2 | | ** | 8.07 |
| (D) D700R66 | 157 | 193 | 61000 | ^18380 | 11.00/22 | | Cum NHB600 | 6-5½x6 | 743 | | 535 | 210-2100 | 8051A | 5 | SFDD4600 | H2 | | ** | 8.07 |
| FWD 6-222 | 154 | Opt | 22000 | 8720 | 7.00/20D | 9.00/20 | Int BD308 | 6-3⅞x4½ | 308 | 6.5 | 286 | 154-3600 | Int F51C | 5 | Own 6-13CT | SF | T | ** | 6.17 |
| 6-282 | 154 | Opt | 28000 | 8820 | 7.50/20D | 9.00/20 | Int BD308 | 6-3⅞x4½ | 308 | 6.5 | 286 | 154-3600 | Int F51C | 5 | Own 6-13CT | SF | T | ** | 6.17 |
| 6-324 | 154 | Opt | 32000 | 9980 | 7.50/20D | 9.00/20 | Int BD372 | 6-4⅛x4½ | 372 | 6.5 | 309 | 165-3200 | Ful 5A62 | 5 | Own 6-13CH | SF | T | 4.7 | 11.5 |
| 6-325 | 154 | Opt | 32000 | 9990 | 7.50/20D | 9.00/20 | Int RD406 | 6-4⅜x4½ | 406 | 6.5 | 338 | 175-3200 | Ful 5A62 | 5 | Own 6-13CH | SF | T | 4.7 | 11.5 |
| 6-366 | 154 | Opt | 36000 | 12300 | 8.25/20D | 10.00/20 | Int RD450 | 6-4⅜x5 | 450 | 6.5 | 388 | 182-3000 | Ful 5C65 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-364D | 154 | Opt | 36000 | 13200 | 8.25/20D | 10.00/20 | GMC 4-71 | 4-4½x5 | 284 | 17.0 | 380 | 150-2300 | Ful 5C65 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-368D | 188 | Opt | 36000 | 13980 | 8.25/20D | 10.00/20 | Cum HRFB6 | 6-5½x6 | 743 | 16.0 | 580 | 190-3000 | Ful 5C72 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-407 | 154 | Opt | 40000 | 12400 | 9.00/20D | 10.00/20 | Int RD501 | 6-4½x5½ | 501 | 6.5 | 444 | 212-3000 | Ful 5C650 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-406D | 188 | Opt | 40000 | 14120 | 9.00/20D | 10.00/20 | GMC 6-71 | 6-4½x5 | 426 | 16.0 | 570 | 230-2300 | Ful 5A1120 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-409D | 188 | Opt | 40000 | 14200 | 9.00/20D | 10.00/20 | Cum NH6B | 6-5½x6 | 743 | 16.0 | 612 | 220-2100 | Ful 5C72 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-609 | 188 | Opt | 60000 | 18090 | 12.00/20D | 13.00/20 | Wau 145GKB | 6-5½x6 | 779 | 6.2 | 595 | 240-2400 | Ful 10A1120 | 10 | Own 6-33 | SF | T | 5.7 | 8.59 |
| 6-606D | 188 | Opt | 60000 | 18820 | 12.00/20D | 13.00/20 | GMC 6-71 | 6-4½x5 | 426 | 16.0 | 570 | 230-2300 | Ful 10A1120 | 10 | Own 6-33 | SF | T | 5.7 | 8.59 |
| 6-609D | 188 | Opt | 60000 | 18990 | 12.00/20D | 13.00/20 | Cum NH6B | 6-5½x6 | 743 | 16.0 | 612 | 220-2100 | Ful 10A1120 | 10 | Own 6-33 | SF | T | 5.7 | 8.59 |
| T647 | 160 | | 40000 | 11275 | 10.00/20D | | Int RD501 | 6-4½x5½ | 501 | 6.5 | 444 | 212-3000 | Ful R46 | 8 | Own 23PT▲ | SF | T | 4.86 | 10.5 |
| T644D | 160 | | 40000 | 12075 | 10.00/20D | | GMC 4-71 | 4-4½x5 | 284 | 17.0 | 380 | 150-2300 | Ful R46 | 8 | Own 23PT▲ | SF | T | 4.86 | 10.5 |
| T645D | 160 | | 40000 | 12075 | 10.00/20D | | Cum JT6B | 6-4½x5 | 401 | 16.0 | 407 | 175-2500 | Ful R46 | 8 | Own 23PT▲ | SF | T | 4.86 | 10.5 |
| T6414D | 160 | | 40000 | 12275 | 10.00/20D | | Dutz F8L614 | 8-4⅜x5½ | 649 | 17.0 | 448 | 186-2300 | Ful 5C65 | 5 | Own 23PT▲ | SF | T | 4.86 | 10.5 |
| 6-457 | 154 | Opt | 45000 | 13000 | 10.00/20D | 11.00/20 | Int RD501 | 6-4½x5½ | 501 | 6.5 | 444 | 212-3000 | Ful 5C650 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-456D | 188 | Opt | 45000 | 14720 | 10.00/20D | 11.00/20 | GMC 6-71 | 6-4½x5 | 426 | 16.0 | 570 | 230-2300 | Ful 5A1120 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-459D | 188 | Opt | 45000 | 14800 | 10.00/20D | 11.00/20 | Cum NH6B | 6-5½x6 | 743 | 16.0 | 612 | 220-2100 | Ful 5C72 | 5 | Own 6-23 | SF | T | 4.7 | 11.5 |
| 6-487 | 154 | Opt | 48000 | 13500 | 10.00/20D | 11.00/20 | Int RD501 | 6-4½x5½ | 501 | 6.5 | 444 | 212-3000 | Ful 5C650 | 5 | Own 6-33AR | SF | T | 4.7 | 11.5 |
| 6-486D | 188 | Opt | 48000 | 15220 | 10.00/20D | 11.00/20 | GMC 6-71 | 6-4½x5 | 426 | 16.0 | 570 | 230-2300 | Ful 5A1120 | 5 | Own 6-33AR | SF | T | 4.7 | 11.5 |
| 6-489D | 188 | Opt | 48000 | 15300 | 10.00/20D | 11.00/20 | Cum NH6B | 6-5½x6 | 743 | 16.0 | 612 | 220-2100 | Ful 5A1120 | 5 | Own 6-33AR | SF | T | 4.7 | 11.5 |
| 6-607 | 166 | Opt | 60000 | 16600 | 12.00/20D | 13.00/20 | Int RD501 | 6-4½x5½ | 501 | 6.5 | 444 | 212-3000 | Ful 20CA65 | 10 | Own 6-33 | SF | T | 5.7 | 8.59 |
| Oshkosh | | | | | | | | | | | | | | | | | | | |
| W-825-6X6 | 178 | Opt | 45000 | 12500 | 11.00/20 | 11.00/20 | Con R6602 | 6-4⅞x5⅝ | 602 | | 484 | 218-2600 | Own W-825 | 5 | Tim SFD3020 | 2F | L | ** | 7.2 |
| W-826-6X6 | 178 | Opt | 45000 | 19000 | 11.00/20 | 11.00/20 | Cum HB600 | 6-4⅞x6 | 672 | | 500 | 150-1800 | Own W-826 | 5 | Tim SFD-3020 | 2F | L | ** | 5.6 |
| °°W1602 | Opt | Opt | 95000 | | 14.00/24D | 14.00/24 | Optional | | | | | | △ | | Tim SD472 | 2F | L | | |
| °°WA1600 | Opt | Opt | 65000 | | 11.00/24D | 12.00/24 | Optional | | | | | | △ | | Tim SFD4600 | 2F | L | | |
| Peterbilt (D) 350 | 193 | Opt | 36000 | | 10.00/20D | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | Tim SW-3456 | WF | R | 6.16 | 6.80 |
| (D) 360 | 198 | Opt | 36000 | | 10.00/20D | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | Tim SW-459 | WF | R | 6.16 | 6.80 |
| (D) 381 | 194 | Opt | 44000 | | 10.00/20D | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | Tim SFD4600 | 2F | R | ** | 10.16 |
| (D) 350 (coe) | 135 | Opt | 36000 | | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | SW 3456 | WF | R | 6.16 | 6.80 |
| (D) 351 (coe) | 190 | Opt | 36000 | 13200 | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8045 | 12 | Tim SW3458 | | | 6.16 | 7.35 |
| (D) 360 (coe) | 135 | Opt | 36000 | | 10.00/20 | 11.00/22 | Cum NHB600 | 6-5½x6 | 743 | 17.0 | 500 | 200-2100 | Spi 8041 | 12 | SW 459 | WF | R | 6.16 | 6.80 |
| Reo F-216 | 150 | | 35000 | ^9810 | 9/22.5 | 10/22.5 | Own 3310A‡ | 6-4½x4½ | 331 | 6.4 | 264 | 140-3200 | Cla 205V | 5 | Eat 28M | SF | T | 6.06 | 7.79 |
| F-506 (6x6) | 150 | | 42000 | ^12000 | 10/22.5 | 11/22.5 | Own OH170■‡ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Cla 205V | 5 | Tim SLD | HF2 | L | 7.67 | 9.33 |
| F-506 | 150 | | 42000 | ^10365 | 10/22.5 | 11/22.5 | Own OH170■‡ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Cla 290V | 5 | Tim SLHD | HF | T | 7.8 | 8.6 |
| F-506D | 155 | | 42000 | ^11530 | 10/22.5 | 11/22.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A65 | 5 | Tim SLHD | HF | T | 5.28 | 7.8 |
| F-536 | 155 | | 46000 | ^12250 | 11/22.5 | 12/24.5 | Own OH170■ | 6-4½x4½ | 331 | 7.5 | 297 | 170-3400 | Cla 290V | 5 | Eat 36M | SF | T | 7.62 | 8.49 |
| F-536D | 155 | | 46000 | ^13510 | 11/22.5 | 12/24.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu 5A65 | 5 | Eat 36M | SF | T | 7.62 | 8.49 |
| A-630 | 151 | | 42000 | ^11310 | 10/22.5 | 11/22.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Tim SLHD | HF | T | 6.16 | 8.6 |
| A-633 | 145 | | 42000 | ^11965 | 10/22.5 | 11/22.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu R46 | 8 | Tim SLHD | HF | T | 6.16 | 8.6 |
| A-633D | 145 | | 42000 | ^12085 | 10/22.5 | 11/22.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu R46 | 8 | Tim SLHD | HF | T | 5.28 | 6.83 |
| (c.o.e.) AC-633 | 130 | | 42000 | ^12210 | 10/22.5 | 11/22.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu R46 | 8 | Tim SLHD | HF | T | 6.16 | 8.6 |
| (c.o.e.) AC-633D | 136 | | 42000 | ^12890 | 10/22.5 | 11/22.5 | Cum JT-6-B | 6-4½x5 | 401 | 16.0 | 412 | 175-2500 | Fu R46 | 8 | Tim SLHD | HF | T | 5.28 | 6.83 |
| A-730 | 151 | | 46000 | ^12725 | 11/22.5 | 12/24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu 5A65 | 5 | Eat 36M | SF | T | 7.62 | 8.49 |
| A-733 | 145 | | 45000 | ^13435 | 11/22.5 | 12/24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu R46 | 8 | Eat 36M | SF | T | 7.62 | 8.49 |
| (c.o.e.) AC-733 | 130 | | 45000 | ^13200 | 11/22.5 | 12/24.5 | Own OV207▼ | 8-3⅞x4½ | 390 | 7.3 | 354 | 207-3400 | Fu R46 | 8 | Eat 36M | SF | T | 7.62 | 8.49 |
| Truckstell | | | | | | | | | | | | | | | | | | | |
| (C) F600 4R | 155 | 221 | 28000 | 7960◆ | 8/22.5 | 9/22.5 | Ford | 6-3.62x3 | 223 | 7.8 | 202 | 133-4000 | Ford◆◆ | 12 | Ford | HF | L | ** | 6.8 |
| (C) F700 4R | 157 | 225 | 32000 | 8980◆ | 8/22.5 | 9/22.5 | Ford | 3-3.62x3.3 | 272 | 7.6 | 247 | 158-3800 | Ford◆◆ | 12 | Ford | HF | L | ** | 7.2 |
| (C) F750 4R | 157 | 225 | 34000 | 9350◆ | 9/22.5 | 10/22.5 | Ford | 8-3.62x3.3 | 302 | 7.5 | 279 | 175-3800 | Ford◆◆ | 15 | Ford | HF | L | ** | 7.2 |
| (C) F800 4R | 157 | 225 | 40000 | 10170◆ | 10/22.5 | 11/22.5 | Ford | 8-3.8x3.7 | 332 | 7.5 | 306 | 190-3800 | Ford◆◆ | 15 | Ford | SF | L | ** | 7.2 |
| (C) F900 4R | 157 | 225 | 48000 | 11640◆ | 11/22.5 | 11/22.5 | Ford | 8-3.8x3.7 | 332 | 7.5 | 306 | 190-3800 | Ford◆◆ | 15 | Ford | SF | L | ** | 7.67 |
| (C) C5403 4R | 138 | 205 | 28000 | 7650◆ | 8/22.5 | 9/22.5 | Chev. | 8-3.75x3 | 265 | 7.5 | 249 | 155-4200 | Chev.◆◆ | 12 | Chev. | HF | L | ** | 6.17 |
| (C) C6103 4R | 155 | 225 | 32000 | 7800◆ | 8/22.5 | 9/22.5 | Chev. | 6-3.56x3.9 | 236 | 8.0 | 210 | 140-4200 | Chev.◆◆ | 12 | Chev. | HF | L | ** | 6.17 |
| (C) C7103 4R | 138 | 205 | 34000 | 8170◆ | 8/22.5 | 10/22.6 | Chev. | 8-3.75x3 | 265 | 7.5 | 249 | 155-4200 | Chev.◆◆ | 12 | Chev. | HF | L | ** | 6.17 |
| (C) C8103 4R | 158 | 225 | 34000 | 8350◆ | 8/22.5 | 10/22.5 | Chev. | 8-3.75x3 | 265 | 7.5 | 249 | 155-4200 | Chev.◆◆ | 12 | Chev. | HF | L | ** | 6.17 |
| (C) C9103 4R | 138 | 205 | 48000 | 10250◆ | 9/22.5 | 11/22.5 | Chev. | 8-4x3.19 | 322 | 7.7 | 310 | 195-4000 | Chev.◆◆ | 15 | Chev. | SF | L | ** | 7.17 |
| (C) C10103 4R | 158 | 225 | 48000 | 11000◆ | 9/22.5 | 11/22.5 | Chev. | 8-4x3.19 | 322 | 7.7 | 310 | 195-4000 | Chev.◆◆ | 15 | Chev. | SF | L | ** | 7.17 |
| Ward La Fr. DIT‡ | 180 | 220 | 39500 | | 10.00/20 | 11.00/20 | Con T6427 | 6-4⅛x4⅞ | 427 | | 340 | 152-2600 | Fu 5A43◆◆ | 15 | Tim SD3010P | 2F | L | ** | 8.27 |
| D3T▲▲ | 180 | 220 | 39500 | | 10.00/20 | 11.00/20 | Con R6572 | 6-4¾x5⅜ | 572 | | 440 | 198-2600 | Fu 5C65◆◆ | 15 | Tim SD3010P | 2F | L | ** | 7.50 |
| D3ST▲▲ | 180 | 220 | 39500 | | 10.00/20 | 11.00/20 | Con R6602 | 6-4⅞x5⅝ | 602 | | 463 | 206-2600 | Fu 5C65◆◆ | 15 | Tim SD3010P | 2F | L | ** | 7.50 |
| (D) D5T▲▲ | 180 | 220 | 42000 | | 11.00/20 | 11.00/20 | Cum HB600 | 6-4⅞x6 | 672 | | 500 | 150-1800 | Fu 5C72◆◆ | 15 | Tim SD3010P | 2F | L | ** | 6.84 |
| (D) D5RT▲▲ | 180 | 220 | 42000 | | 11.00/20 | 11.00/20 | Cum HR600 | 6-5½x6 | 743 | | 540 | 165-1800 | Fu 5C72◆◆ | 15 | Tim SD3010P | 2F | L | ** | 6.84 |
| (D) D5NT▲▲ | 180 | 220 | 42000 | | 11.00/20 | 11.00/20 | Cum NHB600 | 6-5½x6 | 743 | | 540 | 200-2100 | Fu 5C72◆◆ | 15 | T SW3012PA | WF | L | ** | 6.17 |
| White-Freightliner | | | | | | | | | | | | | | | | | | | |
| WF64 | 196 | | | 13470 | 10.00/20 | | Cum NHB | 6-5½x6 | 743 | 13.0 | 575 | 200-2100 | Spi 8041 | 12 | Tim SQW | WF | H | ** | 6½ |
| WF64T | 156 | 248 | | 13240 | 10.00/20 | | Cum NHB | 6-5½x6 | 743 | 13.0 | 575 | 200-2100 | Fu R95C | 10 | Tim SQW | WF | H | ** | 6½ |
| WF7564T | 156 | 248 | | 12625 | 11/22.5 | | Cum NHB | 6-5½x6 | 743 | 13.0 | 575 | 210-2100 | Fu R36 | 10 | TDA SQHD | WF | H | ** | 6½ |
| WF6342T | 116 | 150 | | 9995 | 11/22.5 | | Cum NHB | 6-5½x6 | 743 | 13.0 | 575 | 210-2100 | SP 8041 | 8 | TDA R330 | SfD | H | 4.77 | 6.38 |
| WF6344T | 116 | 150 | | 11030 | 11/22.5 | | Cum NHB | 6-5½x6 | 743 | 12.0 | 575 | 210-2100 | Fu R96 | 10 | TDA R230 | SfD | H | ** | 5.54 |
| WF6364 | 196 | 231 | | 12985 | 11/22.5 | | Cum NHB | 6-5½x6 | 743 | 13.0 | 575 | 210-2100 | SP 8241 | 12 | TDA SQHD | WF | H | ** | 6.17 |

For references and abbreviations see page 146

***For Directory of the Truck Manufacturers listed above, see Table of Contents***

# INTEGRAL BUSES \ 1958

## CITY AND INTERCITY

| Line Number | BUS MAKE AND MODEL | GENERAL: Passenger Rating | Type (City Service, Parlor, etc.) | Standard Wheelbase (In.) | Overall Length (In.)—Bumper to Bumper | Inside Length (In.)—Passenger Compartment | Tread (In.)—Front and Rear | Complete Vehicle Weight—Dry (Lb.) | Standard Tire Size (In.)—Front and Rear | ENGINE: Make and Model | Cycle and Fuel | Location | Number of Cylinders—Bore and Stroke (In.) | Displacement (Cu. In.) | Rated Horsepower (A.M.A.) | Maximum Brake Hp. at Governed R.P.M. | Maximum Net Torque (Lb. Ft.) at Specified R.P.M. | Compression Ratio—to 1 | Compression Pressure—(Lb.) at Specified R.P.M. | Valve Arrangement | Oiling System: Pressure to— |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Crown A-581-10 | 37-41 | IC | 200½ | 384 | 353½ | 80½-72 | 18500 | 10.00-20 | Int 501 | 4-G | UF | 6-4½x5¼ | 501 | 48.6 | 212-3000 | 445-1400 | 6.50 | | I | acd |
| 2 | A-590-10 | 33-41 | IC | 200½ | 384 | 353½ | 80½-72 | 18500 | 10.00-20 | HS 590BH1 | 4-G | UF | 6-5x5 | 590 | 60.0 | 232-2800 | 490-1600 | 6.70 | | I | acdef |
| 3 | A-581-11 | 37-45 | IC | 232 | 419½ | 388 | 80½-72 | 19200 | 11.00-20 | Int 501 | 4-G | UF | 6-4½x5¼ | 501 | 48.6 | 212-3000 | 445-1400 | 6.50 | | I | acd |
| 4 | A-590-11 | 37-45 | IC | 232 | 419½ | 388 | 80½-72 | 19200 | 11.00-20 | HS 590BH1 | 4-G | UF | 6-5x5 | 590 | 60.0 | 232-2800 | 490-1600 | 6.70 | | I | acdef |
| 5 | A-779-11 | 37-45 | IC | 232 | 419½ | 388 | 80½-72 | 20500 | 11.00-22 | HS 779 | 4-G | UF | 6-5½x6 | 779 | 29.8 | 254-2400 | 618-1600 | 6.10 | | I | acdef |
| 6 | AD-743-11 | 37-45 | IC | 232 | 419½ | 388 | 80½-72 | 21200 | 11.00-22 | Cum NHHB600 | 4-D | UF | 6-5½x6 | 743 | 27.0 | 210-2100 | 570-1600 | 15.5 | | I | abcd |
| 7 | AD-743-T-11 | 37-45 | P | 232 | 419½ | 388 | 80½-72 | 21200 | 11.00-22 | Cum NHHT6B | 4-D | UF | 6-5½x6 | 743 | | 250-2100 | 690-1500 | 15.5 | | I | abcd |
| 8 | Fitzjohn Roadrunner | 33 | P | 201 | 384 | 324 | 80¼-71½ | 17650 | 10.00-20 | Wau 140GKB | 4-G | R | 6-4½x5½ | 525 | 48.6 | 177-2600 | 425-1000 | 6.50 | | I | abcdfg |
| 9 | Roadrunner | 33 | P | 201 | 384 | 324 | 80¼-71½ | 17750 | 10.00-20 | Cum JBS600 | 4-D | R | 6-4½x5 | 401 | 40.8 | 150-2500 | 360-1500 | 15.5 | | I | abcd |
| 10 | Roadrunner | 37 | P | 237 | 420 | 360 | 80¼-71½ | 18650 | 11.00-20 | Wau 140GKB | 4-G | R | 6-4½x5½ | 525 | 48.6 | 177-2600 | 425-1000 | 6.50 | | I | abcdfg |
| 11 | Roadrunner | 37 | P | 237 | 420 | 360 | 80¼-71½ | 18750 | 11.00-20 | Cum JT6B | 4-D | R | 6-4½x5 | 401 | 40.8 | 165-2500 | 400-1800 | 15.5 | | I | abcd |
| 12 | Flxible 218WA1 | 29 | IC | 218 | 410¾ | 300 | 80½-69¾ | 16100 | 9.00-20 | Whl WA390 | 4-G | R | 6-4¾x5 | 531 | 54.2 | 200-2900 | 440-1400 | 6.40 | | L | abcdf |
| 13 | 218GM1 | 29 | IC | 218 | 410¾ | 300 | 80½-69¾ | | 9.00-20 | GM 4-71 | 2-D | R | 4-4½x5 | 284 | 28.9 | 150-2100 | 387-1600 | 16.0 | | I | abcd |
| 14 | 228JTI-56 | 37 | IC | 228 | 419½ | 401½ | 80½-71½ | 18200 | 10.00-20 | Cum JT600 | 4-D | R | 6-4½x5 | 401 | 43.3 | 175-2500 | 405-1800 | 15.5 | | I | abcd |
| 15 | 228F1-56 | 37 | IC | 228 | 419½ | 401½ | 80½-71½ | 18200 | 10.00-20 | Fag FTC200 | 4-G | R | 6-4¾x5 | 451 | 45.9 | 200-2800 | 400-1600 | 7.28 | 155-250 | I | abcd |
| 16 | Flxible-Twin Coach FT-33 | 40 | CS | 222 | 403 | 378 | 80⅝-72 | 15800 | 10.00-20 | Fag FTC-200 | 4-G | UF | 6-4¾x5 | 451 | 45.9 | 200-2800 | 400-1600 | 7.28 | | I | |
| 17 | FT-35 | 44 | CS | 232½ | 420 | 402 | 80⅝-72 | 16600 | 10.00-20 | Fag FTC-200 | 4-G | UF | 6-4¾x5 | 451 | 45.9 | 200-2800 | 400-1600 | 7.28 | | I | |
| 18 | FT-40 | 52 | CS | 274¾ | 480 | 462 | 80⅝-72 | 18500 | 11.00-20 | Fag FTC-210 | 4-G | UF | 6-4½x5 | 477 | 48.6 | 210-2800 | 480-1600 | 7.09 | | I | |
| 19 | FT-40DL | 52 | CS | 274¾ | 480 | 462 | 80⅝-72 | 18500 | 11.00-20 | Fag FLDH600 | 4-D | UF | 6-4½x5½ | 597 | 55.5 | 160-2225 | 455-1200 | 15.8 | 450-300 | I | abcd |
| 20 | G.M.C. TGH3102 | 31 | CS | 180½ | 325⅝ | 287 | 81¼-75¼ | 9635 | 8.25-20 | Own 270 | 4-G | TR | 6-3⅞x4 | 270 | 34.3 | 124-3200 | 232-1000 | 7.75 | 165-1000 | I | abcdfgh |
| 21 | TDH3714 | 37 | CS | 210½ | 369½ | 336 | 79¼-70½ | 15375 | 10.00-20 | Own 4-71 | 2-D | TR | 4-4½x5 | 284 | 28.9 | 143-2100 | 344-1600 | 17.0 | 385-500 | I | abcdfgh |
| 22 | TDH4512 | 45 | CS | 238⅝ | 420 | 389 | 78⅞-70½ | 17050 | 10.00-20 | Own 6-71 | 2-D | TR | 6-4½x5 | 426 | 43.4 | 172-2000 | 472-1200 | 17.0 | 385-500 | I | abcdfgh |
| 23 | TDM4515 | 45 | Sub | 238⅝ | 420 | 389 | 78⅞-70½ | 19055 | 10.00-20 | Own 6-71 | 2-D | TR | 6-4½x5 | 426 | 43.4 | 211-2000 | 574-1600 | 17.0 | 385-500 | I | abcdfgh |
| 24 | TDH5105 | 51 | CS | 281⅝ | 477 | 441 | 87¼-76½ | 18620 | 11.00-20 | Own 6-71 | 2-D | TR | 6-4½x5 | 426 | 43.4 | 172-2000 | 472-1200 | 17.0 | 385-500 | I | abcdfgh |
| 25 | TDH5106 | 51 | CS | 281⅝ | 477 | 441 | 80⅞-70½ | 18270 | 11.00-20 | Own 6-71 | 2-D | TR | 6-4½x5 | 426 | 43.4 | 172-2000 | 472-1200 | 17.0 | 385-500 | I | abcdfgh |
| 26 | TDM5108 | 51 | Sub | 281⅝ | 477 | 441 | 80⅞-70½ | 20615 | 11.00-20 | Own 6-71 | 2-D | TR | 6-4½x5 | 426 | 43.4 | 211-2000 | 574-1600 | 17.0 | 385-500 | I | abcdfgh |
| 27 | PD4104 | 41 | P | 261 | 420 | 390 | 78⅞-70½ | 19425 | 11.00-20 | Own 6-71 | 2-D | TR | 6-4½x5 | 426 | 43.4 | 211-2000 | 574-1600 | 17.0 | 385-500 | I | abcdfgh |
| 28 | Mack C-41 | 41 | CS | 237½ | 396 | 366¾ | 79½-70¾ | 18000 | 10.00-20 | Own END673¹ | 4-D | TR | 6-4¾x6 | 672 | 57.0 | 170-2100 | 480-1200 | 16.6 | 530-1000 | I | acdeh |
| 29 | C-47 | 45 | CS | 261½ | 420 | 390⅝ | 79½-70¾ | 18500 | 10.00-20 | Own END673² | 4-D | TR | 6-4¾x6 | 672 | 57.0 | 170-2100 | 480-1200 | 16.6 | 530-1000 | I | acdeh |
| 30 | C-49 | 51 | CS | 289½ | 472½ | 443 | 79½-70¾ | 20250 | 11.00-20 | Own END673² | 4-D | TR | 6-4¾x6 | 672 | 57.0 | 170-2100 | 480-1200 | 16.6 | 530-1000 | I | acdeh |
| 31 | 9700 | 41 | IC | 245⅝ | 420 | 390 | 80¼-71⅝ | 20700 | 11.00-20 | Own ENDT673 | 4-D | TR | 6-4¾x6 | 672 | 57.0 | 205-2100 | 560-1500 | 16.6 | 550-1000 | I | acdeh |
| 32 | Southern Coach S-45-DHC | 45 | CS | 232¾ | 419 | 404 | 80¼-72 | 18714 | 11.00-22 | Cum NHHB600 | 4-D | UF | 6-5½x6 | 743 | 63.0 | 200-2100 | 535-1200 | 15.5 | | I | abcdf |
| 33 | S-36-DHL | 36 | CS | 194¾ | 356½ | 341½ | 80¼-71½ | 14460 | 10.00-20 | Fag FLDH600 | D | UF | 6-4½x5½ | 597 | 55.2 | 160-2400 | 452-1200 | 15.8 | | I | acdfgi |
| 34 | S-41-HF | 41 | CS | 221⅝ | 391½ | 377½ | 80¼-72 | 15300 | 11.00-20 | Fag FTC180 | 4-G | UF | 6-4½x4¾ | 404 | 43.4 | 180-2400 | 390-1600 | 7.50 | | I | acdf |
| 35 | S-50-DHC | 50 | CS | 275⅝ | 461½ | 447 | 86⅞-72 | 21310 | 11.00-22 | Cum NHHB600 | 4-D | UF | 6-5½x6 | 743 | 63.0 | 200-2100 | 535-1200 | 15.5 | | I | abcdf |
| 36 | R-37 | 33 | CS | 182½ | 356½ | 316½ | 80½-71½ | 14530 | 10.00-20 | Int RD450 | 4-G | R | 6-4¾x5 | 451 | 45.9 | 182-3000 | 388-1600 | 6.50 | 388-1600 | I | abcdf |

**ABBREVIATIONS**

♣—Two used.
‡—Torque converter.
♦—Generator, Delco-Remy; starter, Auto-Lite.
†—Front, 14⅞; rear, 15.
●—Hundred rpm.
^—Air suspension.

1—EN510A propane engine optional.
2—EN510A propane and ENDT673 diesel engines optional.
3—Four speed mechanical transmission optional.
4—10 or 12 also available.
a—Main bearings.
b—Wrist pins.
c—Connecting rods.
d—Camshaft.
e—Accessory drive.
f—Valve lifters or rocker arms and shafts.
g—Timing gears or chain.
h—Air compressor.
i—Balancer shaft.
A—Air.
AL—Electric Auto-Lite Co.
BL—Brown-Lipe.
Bos—American Bosch Div.
Ce—Centrifugal.
CIC—City and intercity service.
Cla—Clark Equipment Co.
CS—City service.
Cum—Cummins Engine Co.
D—Diesel fuel.
Do—Downdraft.
DR—Delco-Remy Div.

*For Directory of Bus Manufacturers listed above, see Table of Contents*

## Progress in Engine Design

Average for Passenger Car Engines—Based on Number of Chassis Models Offered for Years 1936-1952
Based on Engine Models for 1953-1958

| | Average Piston Speeds (Ft. per Min.) | Average Displacement per Cylinder (Cu. In.) | Average Number of Cylinders | Average R.P.M. at Max. B.H.P. | Average Brake Horsepower |
|---|---|---|---|---|---|
| 1936 | 2498 | 35.6 | 7.50 | 3487 | 110.1 |
| 1937 | 2554 | 35.8 | 7.74 | 3556 | 115.9 |
| 1938 | 2545 | 35.7 | 7.60 | 3576 | 111.7 |
| 1939 | 2498 | 35.1 | 7.28 | 3543 | 105.9 |
| 1940 | 2490 | 35.0 | 7.25 | 3580 | 107.9 |
| 1941 | 2492 | 35.2 | 7.15 | 3603 | 110.9 |
| 1942 | 2534 | 34.9 | 7.20 | 3638 | 112.5 |
| 1946 | 2522 | 35.4 | 6.97 | 3682 | 108.4 |
| 1947 | 2550 | 35.8 | 7.00 | 3660 | 109.4 |
| 1948 | 2492 | 35.6 | 6.95 | 3629 | 107.9 |
| 1949 | 2522 | 36.8 | 6.80 | 3690 | 113.3 |
| 1950 | 2506 | 37.2 | 6.88 | 3657 | 116.6 |
| 1951 | 2506 | 36.8 | 6.80 | 3758 | 118.0 |
| 1952 | 2523 | 36.6 | 6.87 | 3823 | 122.6 |
| 1953 | 2560 | 36.1 | 6.69 | 3869 | 125.0 |
| 1954 | 2589 | 36.8 | 6.78 | 3953 | 140.8 |
| 1955 | 2585 | 36.7 | 7.40 | 4284 | 173.8 |
| 1956 | 2634 | 39.6 | 7.51 | 4353 | 207.9 |
| 1957 | 2724 | 39.9 | 7.62 | 4540 | 232.6 |
| 1958 | 2735 | 42.3 | 7.70 | 4545 | 259.6 |

# 1958 / INTEGRAL BUSES

## CITY AND INTERCITY

| FUEL SYSTEM | | | | ELECTRICAL SYSTEM | | | Gov-ernor | | | TRANSMISSION | | | | Uni-versals | | REAR AXLE | | BRAKES | | | | SPRINGS | | | | RUNNING GEAR | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Carburetor or Injector Pump | | | | | | Battery | | | | | | | | | | | | Service | | | Hand | Front | | Rear | | | | | |
| Make and Type | Size (In.) | Tank Capacity (Gal.) | Ignition System—Make | Generator and Starter—Make | Voltage and Amp. Hours Capacity | Type | Max. Governed Speed—M.P.H. | Clutch—Make and Size (In. diam.) | Make | No. of Forward Speeds | Low Speed Ratio—to 1 | Type | Number | Size of Series | Make and Model | Standard Gear Ratio—to 1 | Type of Applicator | Total Lining Area (Sq. In.) | Drum Diam. (In.) | Operates on— | Total Lining Area (Sq. In.) | No. of Leaves | Length and Width (In.) | No. of Leaves | Length and Width (In.) | Front Axle—Make | Steering Gear—Make | Outside Diameter of Min. Turn. Circle (Ft.) | Line Number |
| Hol Do | 1¼ | 70 | DR | ♦ | 12-158 | Su | Var | LR 15 | Fu | 5 | 8.08 | M | 2 | 1600 | Tim L143P | 5.29 | A | 768 | 16½ | Ds | 65 | 11 | 50-4 | 17 | 60-4 | Tim | Ro | 70 | 1 |
| Hol Do | 1¼ | 70 | DR | ♦ | 12-158 | Su | Var | Lg 15½ | Fu | 5 | 8.08 | H | 2 | 1700 | Tim Q143P | 4.63 | A | 960 | 16½ | Ds | 65 | 11 | 50-4 | 17 | 60-4 | Tim | Ro | 70 | 2 |
| Hol Do | 1¼ | 70 | DR | ♦ | 12-158 | Su | Var | LR 15 | Fu | 5 | 8.08 | M | 2 | 1600 | Tim L143P | 5.29 | A | 768 | 16½ | Ds | 65 | 11 | 50-4 | 17 | 60-4 | Tim | Ro | 78 | 3 |
| Hol Do | 1¼ | 70 | DR | ♦ | 12-158 | Su | Var | Lg 15½ | Fu | 5 | 8.08 | H | 2 | 1700 | Tim Q143P | 4.63 | A | 960 | 16½ | Ds | 65 | 11 | 50-4 | 17 | 60-4 | Tim | Ro | 78 | 4 |
| Hol Do | 2 | 70 | DR | ♦ | 12-158 | V | Var | Lg 17 | Fu | 5 | 7.33 | M | 2 | 1700 | Tim R143P | 4.11 | A | 960 | 16½ | Ds | 65 | 12 | 50-4 | 18 | 60-4 | Tim | Ro | 78 | 5 |
| Cum | | 70 | AL | ♦ | 12-158 | | Var | Lg 17 | Fu | 5 | 7.33 | M | 2 | 1700 | Tim R143P | 4.11 | A | 960 | 16½ | Ds | 65 | 12 | 50-4 | 18 | 60-4 | Tim | Ro | 78 | 6 |
| Cum | | 70 | | LN | 12-158 | Ce | Var | Spi 14 | F-S | 5[4] | | | 2 | 1700 | Tim R | 4.11 | | 960 | 16½ | Ds | 65 | 12 | 50-4 | 18 | 60-4 | Tim | Ro | 78 | 7 |
| Zen Do | 1¼ | 142 | D | D | 12-150 | Ce | 68 | Lg 14 | Cla | 4 | 4.88 | M | 2 | 1600 | Tim L110 | 4.44 | A | 684 | 16½ | Ds | 137 | △ | ..... | △ | ..... | Tim | Ro | 71 | 8 |
| Cum | | 142 | | D | 12-150♦ | Ce | 68 | Lg 14 | Cla | 4 | 4.88 | M | 2 | 1600 | Tim L110 | 4.44 | A | 684 | 16½ | Ds | 137 | △ | ..... | △ | ..... | Tim | Ro | 71 | 9 |
| Zen Do | 1¼ | 142 | | D | 12-150 | Ce | 68 | LR 15 | Cla | 4 | 4.88 | M | 2 | 1600 | Tim L110 | 4.44 | A | 684 | 16½ | Ds | 137 | △ | ..... | △ | ..... | Tim | Ro | 80 | 10 |
| Cum | 1¾ | 142 | | D | 12-150♦ | Ce | 68 | LR 15 | Cla | 4 | 4.88 | M | 2 | 1600 | Tim L110 | 4.44 | A | 684 | 16½ | Ds | 137 | △ | ..... | △ | ..... | Tim | Ro | 80 | 11 |
| Dup Do | 1¾ | 90 | DR | DR | 12-160 | Ce | 69 | Lg 15½ | Cla | 4 | 4.35 | M | 2 | 1600 | Tim H143P | 4.62 | A | 610 | 16½ | Ds | 45 | △ | ..... | △ | ..... | Tim | Ro | 76 | 12 |
| GM | | 90 | DR | DR | 12-160 | Ce | 66 | Lg 15½ | Spi | 5 | 5.08 | M | 2 | 1500 | Tim H143 | 4.62 | A | 610 | 16½ | Ds | 45 | △ | ..... | △ | ..... | Tim | Ro | 76 | 13 |
| Cum | | 120 | | DR | 12-160 | Ce | 67 | Spi 14 | Spi | 5 | 4.50 | M | 2 | 1600 | Tim L110 | 5.28 | A | 792 | 16½ | Ds | 45 | △ | ..... | △ | ..... | Tim | Ro | 81 | 14 |
| Hol Do | | 120 | DR | DR | 12-160 | Ce | 64 | Spi 14 | Spi | 5 | 4.50 | M | 2 | 1600 | Tim L110 | 6.16 | A | 792 | 16½ | Ds | 45 | △ | ..... | △ | ..... | Tim | Ro | 81 | 15 |
| Hol Do | | 125 | DR | LD | 12-160 | Ce | 28● | None | Spi‡ | | 5.43 | H | 2 | 1600 | Tim Q110 | 6.16 | A | 844 | 16½ | Ds | 63 | 13 | 56-4 | 13 | 60-4 | | Ro | 67⅔ | 16 |
| Hol Do | | | DR | LD | 12-160 | Ce | 28● | None | Spi‡ | | 5.43 | H | 2 | 1600 | Tim Q110 | 6.16 | A | 844 | 16½ | Ds | 63 | 12 | 60-4 | 13 | 64-4 | Tim | Ro | 69⅔ | 17 |
| Hol Do | | | DR | LD | 12-160 | Ce | | | Spi‡ | | 5.43 | H | 2 | 1600 | Tim R110 | 6.16 | A | 844 | 16½ | Ds | 63 | 13 | 60-4 | 15 | 64-4 | Tim | Ro | 79½ | 18 |
| Ros | | 125 | | LN | 12-160 | Ce | 23● | None | Spi‡ | | 5.43 | H | 2 | 1600 | Tim R110 | 6.17 | A | 844 | 16½ | Ds | 63 | 13 | 60-4 | 15 | 64-4 | Tim | Ro | 79½ | 19 |
| Zen Do | 1½ | 60 | DR | DR | 12-150 | Ce | 52 | | GM | 4 | 3.82 | GH | 2 | 1400 | Cla 130017 | 6.33 | A | 587 | 14½ | Ds | 28 | 10 | 52-3 | 11 | 59.3 | Cla | Sag | 66 | 20 |
| Own | | 80 | | DR | 12-175♦ | Ce | 46 | Own 15 | GM‡ | If | | H | 2 | 1600 | Tim 57620W | 5.16 | A | 646 | 14½ | Ds | 69 | △ | ..... | △ | ..... | Tim | Sag | 70 | 21 |
| Own | | 80 | | DR | 12-175♦ | Ce | 48 | Own 15 | GM‡ | If | | H | 2 | 1700 | Tim 58600W | 4.71 | A | 705 | 14½ | Ds | 104 | △ | ..... | △ | ..... | Tim | Sag | 78 | 22 |
| Own | | 80 | | DR | 12-175♦ | Ce | 57 | Lg 17 | Spi | 4 | 4.36 | M | 2 | 1700 | Tim 58820W | 4.13 | A | 705 | 14½ | Ds | 104 | △ | ..... | △ | ..... | Tim | Sag | 78 | 23 |
| Own | | 80 | | DR | 12-175♦ | Ce | 45 | Own 15 | GM‡ | If | | H | 2 | 1700 | Tim 59721W | 5.14 | A | 882 | 14½ | Ds | 104 | △ | ..... | △ | ..... | Tim | Sag | 82 | 24 |
| Own | | 80 | | DR | 12-175♦ | Ce | 45 | Own 15 | GM‡ | If | | H | 2 | 1700 | Tim 59720W | 5.14 | A | 882 | 14½ | Ds | 104 | △ | ..... | △ | ..... | Tim | Sag | 81 | 25 |
| Own | | 80 | | DR | 12-175♦ | Ce | 58½ | Lg 17 | Spi | 4 | 4.36 | M | 2 | 1700 | Tim 59610W | 4.13 | A | 882 | 14½ | Ds | 104 | △ | ..... | △ | ..... | Tim | Sag | 81 | 26 |
| Own | | 100 | | DR | 12-205♦ | Ce | 58½ | Lg 17 | Spi | 4 | 3.86 | M | 2 | 1700 | Tim 59600W | 4.13 | A | 764 | 14½ | Ds | 125½ | △ | ..... | △ | ..... | Tim | Ro | 84 | 27 |
| Bos | | 80 | | | 12-200 | Ce | 21● | Spi 16 | Spi‡[3] | If | | H | 2 | 1700 | Own RAS402 | Var | A | 784 | 15 | Ds | 139 | △ | ..... | △ | ..... | Own | Gem | 67 | 28 |
| Bos | | 80 | | | 12-200 | Ce | 21● | Spi 16 | Spi‡[3] | If | | H | 2 | 1700 | Own RAS402 | Var | A | 784 | 15 | Ds | 139 | △ | ..... | △ | ..... | Own | Gem | 72 | 29 |
| Bos | | 80 | | | 12-200 | Ce | 21● | Spi 16 | Spi‡[3] | If | | H | 2 | 1700 | Own RAS402 | Var | A | 843 | 15 | Ds | 139 | △ | ..... | △ | ..... | Own | Gem | 74½ | 30 |
| Bos | | 120 | | DR | 12-160 | Ce | 63 | Lg 17 | Own | 4 | 4.66 | M | 2 | 1700 | Own RAS403 | 3.73 | A | 843 | 15 | Ds | 139 | △ | ..... | △ | ..... | Own | Gem | 68 | 31 |
| Cum | | 115 | | Op | 12-168 | Ce | 41 | Spi 16 | Spi‡ | If | | H | 2 | 1700 | Tim R110WX8 | 6.83 | A | 786 | 16½ | Ds | 126 | 13 | 62-3½ | 16 | 70-4 | Tim | Ro | 84½ | 32 |
| Ros | | 115 | | Op | 12-168 | | 41 | Spi 14 | Spi‡ | If | | H | 2 | 1600 | Tim L110P | 6.16 | A | 622 | 16½ | Ds | 101 | 11 | 62-3½ | 12 | 70-4 | Tim | Ro | 71½ | 33 |
| Hol Do | | 115 | Mal | Op | 12-168 | Su | 41 | Spi 14 | Spi‡ | If | | H | 2 | 1600 | Tim Q110P | 6.83 | A | 685 | 16½ | Ds | 101 | 12 | 62-3½ | 14 | 70-4 | Tim | Ro | 80 | 34 |
| Cum | | 115 | | Op | 12-168 | Ce | 41 | Spi 16 | Spi‡ | If | | H | 2 | 1700 | Tim R110W | 6.83 | A | 904 | 16½ | Ds | 126 | △ | ..... | △ | ..... | Tim | Ro | 82½ | 35 |
| Hol Do | | 75 | DR | LN | 12-168 | Su | 50 | BL 14 | Spi | 3 | 3.80 | M | 2 | 1500 | Tim L110 | 6.16 | A | 684 | 16½ | Ds | 96 | 10 | 62-3½ | 14 | 70-4 | Tim | Ro | 63 | 36 |

**Ds**—Drive shaft.
**Dup**—Duplex.
**Fag**—Fageol.
**F-S**—Fuller or Spicer.
**Fu**—Fuller Mfg. Co.
**G**—Gasoline.
**Gem**—Gemmer Mfg. Co.
**GH**—G. M. Hydramatic.
**GM**—General Motors Corp.
**H**—Hydraulic.
**Hol**—Holley Carburetor Co.
**HS**—Hall-Scott.
**I**—Valve in head.
**IC**—Intercity service. **If**—Infinite.
**Int**—International Harvester Co.
**L**—Valves in side.
**LD**—Leece-Neville (alternator); Delco-Remy (starter).
**Lg**—Long Mfg. Div.
**LN**—Leece-Neville Co.
**LR**—Lipe Rollway Corp.
**Mal**—Mallory. **P**—Parlor.
**Op**—Optional. **R**—Rear.
**Ro**—Ross Gear and Tool Co.
**Ros**—Roosa-Master.
**Sag**—Saginaw Steering Gear Div.
**Spi**—Spicer Mfg. Div.
**Su**—Suction.
**Sub**—Suburban service.
**Tim**—Timken Detroit Axle Co.
**TR**—Transverse in rear.
**UF**—Under floor.
**V**—Vacuum. **Var**—Variable.
**Wau**—Waukesha Motor Co.
**Whi**—White Motor Co.
**Zen**—Zenith Carburetor Div.

***For Directory of Bus Manufacturers listed above, see Table of Contents***

## Progress in Engine Design—continued

### Average for Passenger Car Engines—Based on Number of Chassis Models Offered for Years 1936-1952 Based on Engine Models for 1953-1958

| Average Hp. per Cu. In. of Displacement | Average Compression Ratio | Average B. M. E. P. at Maximum Hp. (lb. per sq. in.) | Bore, Stroke and Displacement | | |
|---|---|---|---|---|---|
| | | | Bore (In.) | Stroke (In.) | Disp. (Cu. In.) |
| 1936 .411 | 1936 6.14 | 1936 92.3 | 1936 3.39 | 4.32 | 267.9 |
| 1937 .417 | 1937 6.25 | 1937 93.1 | 1937 3.25 | 4.31 | 277.6 |
| 1938 .412 | 1938 6.32 | 1938 91.2 | 1938 3.25 | 4.27 | 271.1 |
| 1939 .415 | 1939 6.32 | 1939 92.7 | 1939 3.24 | 4.23 | 255.3 |
| 1940 .426 | 1940 6.41 | 1940 93.9 | 1940 3.25 | 4.17 | 254.0 |
| 1941 .431 | 1941 6.63 | 1941 96.7 | 1941 3.26 | 4.15 | 252.1 |
| 1942 .446 | 1942 6.60 | 1942 98.5 | 1942 3.26 | 4.18 | 251.8 |
| 1946 .440 | 1946 6.77 | 1946 94.6 | 1946 3.27 | 4.11 | 246.4 |
| 1947 .437 | 1947 6.73 | 1947 94.5 | 1947 3.28 | 4.18 | 250.4 |
| 1948 .437 | 1948 6.78 | 1948 95.3 | 1948 3.29 | 4.12 | 247.1 |
| 1949 .453 | 1949 6.93 | 1949 97.3 | 1949 3.35 | 4.10 | 250.0 |
| 1950 .455 | 1950 7.00 | 1950 98.6 | 1950 3.37 | 4.11 | 256.1 |
| 1951 .474 | 1951 7.09 | 1951 99.5 | 1951 3.40 | 4.00 | 250.4 |
| 1952 .486 | 1952 7.14 | 1952 101.4 | 1952 3.39 | 3.96 | 251.6 |
| 1953 .518 | 1953 7.31 | 1953 106.0 | 1953 3.40 | 3.97 | 241.4 |
| 1954 .564 | 1954 7.31 | 1954 113.1 | 1954 3.46 | 3.93 | 249.5 |
| 1955 .639 | 1955 7.87 | 1955 118.1 | 1955 3.62 | 3.57 | 271.8 |
| 1956 .691 | 1956 8.47 | 1956 127.2 | 1956 3.72 | 3.63 | 297.3 |
| 1957 .765 | 1957 8.75 | 1957 133.4 | 1957 3.74 | 3.80 | 304.1 |
| 1958 .797 | 1958 9.32 | 1958 138.8 | 1958 3.86 | 3.61 | 325.9 |

# WHEEL TRACTORS \ 1958

**For Crawler Tractor Specifications refer to**

| Line Number | TRACTOR MAKE AND MODEL | GENERAL: Wheelbase (In.) | Minimum Turning Radius Outside (Ft.) | Ground Clearance (In.) | Shipping Weight with Rubber Tires (Lb.) | TREAD (In.): Minimum | TREAD (In.): Maximum | DRAWBAR: Lateral Adjustment (In.) | DRAWBAR: Height Above Ground (In.) | OVERALL DIMENSIONS: Length (In.) | OVERALL DIMENSIONS: Width (In.) | OVERALL DIMENSIONS: Height To Highest Point (In.) | WHEELS: Standard Equipment | WHEELS: STEEL Diam. and Face: Front (In.) | WHEELS: STEEL Diam. and Face: Rear (In.) | WHEELS: TIRE SIZE: Front (In.) | WHEELS: TIRE SIZE: Rear (In.) | HP. RATING: Belt | HP. RATING: Drawbar | Nebraska Test Number | Power Take-off | Number of Forward Speeds | Number of Reverse Speeds | Travel Speeds at Normal Governed Engine R.P.M. (M.P.H.) with Standard Wheels: First | Second | Third |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Allis-Chalmers 1B | 87 | 7 | 12 | 2365 | 40 | 52 | | 11 | 97 | 52 | 54 | RT | | | 5.00/15 | 9/24 | 22.87 | 18.00 | | Op | 3 | 1 | 3.50 | 5.30 | 10.0 |
| 2 | B | 73 | 7 | 21 | 2060 | 40 | 52 | 22 | 12 | 110 | 52 | | RT | | | 4.00/15 | 9/24 | 22.87 | 19.51 | 302 | Op | 3 | 1 | 2.75 | 4.25 | 8.50 |
| 3 | CA | 81 | 7 | 22 | 3000 | 52 | 80 | 14 | 14 | 124 | 67 | 76 | RT | | | 5.00/15 | 10/24 | 26.62 | 23.55 | 453 | St | 4 | 1 | 2.00 | 3.50 | 4.50 |
| 4 | G | 68 | 6 | 17 | 1285 | 36 | 64 | 7 | 13 | 116 | 36 | 55 | RT | | | 4.00/12 | 6/30 | 10.91 | 9.59 | 398 | | 4 | 1 | 1.60 | 2.26 | 3.57 |
| 5 | WD-45 | 88 | | 21 | 4465 | 56 | 90 | 8 | (g) | 128 | 74 | 81 | RT | | | 5.50/16 | 12.00/28 | 45.27 | 40.01 | 499 | St | 4 | 1 | 2.40 | 3.75 | 5.00 |
| 6 | WD-45 | 88 | 8 | 29 | 4730 | 55 | 90 | 8 | (g) | 128 | 74 | 89 | RT | | | 5.50/16 | 12.00/28 | 45.42 | 40.42 | 563 | St | 4 | 1 | 2.40 | 3.78 | 5.03 |
| 7 | D-14 | 85 | 8 | 19 | 4175 | 54 | 80 | 10 | 12 | 128 | 69 | 79 | RT | | | 5.50/16 | 11/26 | 35.65 | 32.19 | 623 | St | 8 | 2 | 1.50 | 2.20 | 2.60 |
| 8 | D-17 | 93 | 9 | 21 | 5280 | 58 | 92 | 10 | 14 | 140 | 76 | 81 | RT | | | 6.00/16 | 13/28 | | | NT | Op | 8 | 2 | 1.80 | 2.60 | 3.00 |
| 9 | D-17D | 95 | 9 | 21 | 5680 | 58 | 92 | 10 | 14 | 143 | 76 | 81 | RT | | | 6.00/16 | 13/28 | | | NT | Op | 8 | 2 | 1.80 | 2.60 | 3.00 |
| 10 | Brockway 49D | 76 | 10 | 20 | 3600 | 48 | 76 | 28 | 16 | 115 | 63 | 62 | RT | | | 6.00/16 | 11/28 | 35.00 | 32.00 | | St | 4 | 1 | 2.16 | 3.34 | 4.71 |
| 11 | 49G | 76 | 10 | 20 | 3600 | 48 | 76 | 28 | 16 | 115 | 63 | 62 | RT | | | 6.00/16 | 11/28 | 31.75 | 28.00 | | St | 4 | 1 | 2.16 | 3.34 | 4.71 |
| 12 | 49K | 78 | 10 | 20 | 3600 | 48 | 76 | 28 | 16 | 115 | 63 | 62 | RT | | | 6.00/16 | 11/28 | 27.00 | 24.00 | | St | 4 | 1 | 2.16 | 3.34 | 4.71 |
| 13 | Case 211B | 84 | 7 | 19 | 2958 | 54 | 88 | 16 | | 130 | 79 | 59 | RT | | | 5.00/15 | 10/28 | | | NT | Op | 4 | 1 | 2.50 | 3.60 | 4.80 |
| 14 | 311B | 84 | 7 | 21 | 3274 | 54 | 88 | 16 | | 130 | 79 | 61 | RT | | | 5.50/16 | 11/28 | | | NT | Op | 4 | 1 | | | |
| 15 | 411B | 84 | 7 | 21 | 3435 | 54 | 88 | 16 | | 130 | 79 | 61 | RT | | | 5.50/16 | 11/28 | | | NT | Op | 4 | 1 | | | |
| 16 | 511B | 87 | 7 | 25 | 4450 | 54 | 88 | 16 | | 139 | 81 | 65 | RT | | | 6.00/16 | 12.40/36 | | | NT | Op | 4 | 1 | | | |
| 17 | 611B | 87 | 7 | 25 | 4475 | 54 | 88 | | | 139 | 80 | 65 | RT | | | 6.00/16 | 12.40/36 | | | NT | Op | 4 | 1 | | | |
| 18 | 711B | 92 | | 26 | 5575 | 52 | 88 | 20 | 11 | 143 | 85 | 93 | RT | | | 6.00/16 | 13.60/38 | 54.00 | 47.00 | NT | Op | 8 | 2 | 1.40 | 1.90 | 2.70 |
| 19 | 711B | 92 | | 26 | 5575 | 52 | 88 | 20 | 11 | 143 | 85 | 93 | RT | | | 6.00/16 | 13.60/38 | 54.00 | 47.00 | NT | Op | 8 | 2 | 1.40 | 1.90 | 2.70 |
| 20 | 811B | 92 | | 26 | 6000 | 52 | 88 | 20 | 11 | 143 | 85 | 93 | RT | | | 6.00/16 | 13.60/38 | | | NT | Op | 8 | 2 | 1.40 | 1.90 | 2.70 |
| 21 | 811B | 92 | | 26 | 6000 | 52 | 88 | 20 | 11 | 143 | 85 | 93 | RT | | | 6.00/16 | 13.60/38 | | | NT | Op | 8 | 2 | 1.40 | 1.90 | 2.70 |
| 22 | 900B | 83 | | 13 | 7500 | 67 | 67 | 43 | | 141 | 84 | 93 | RT | | | 7.50/18 | 14/34 | | | NT | Op | 6 | 1 | 2.70 | 3.80 | 4.80 |
| 23 | 910B | 83 | | 13 | 7500 | 67 | 67 | 43 | | 141 | 84 | 93 | RT | | | 7.50/18 | 14/34 | | | NT | Op | 6 | 1 | 2.50 | 3.40 | 4.30 |
| 24 | Caterpillar DW15 | 121 | 41 | 15 | 21530 | | | | | 200 | 107 | 111 | RT | | | 12/20 | 26.5/25 | | | | | 5 | 1 | 2.60 | 6.20 | 11.40 |
| 25 | DW20 | 128 | 42 | 16 | 26545 | | | | | 211 | 118 | 125 | RT | | | 14/24 | 29.5/29 | | | | | 5 | 1 | 2.80 | 5.50 | 9.00 |
| 26 | DW21 | 307 | 36 | 18 | 39360 | | | | | 188 | 141 | 132 | RT | | | N | 29.5/29 | | | | | 5 | 1 | 2.30 | 4.50 | 7.40 |
| 27 | Cockshutt 20 | 79 | 7 | 24 | 2050 | 48 | 76 | 19 | 12 | 114 | 63 | 76 | RT | | | 5.00/15 | 10/24 | 30.45 | 26.74 | 474 | Op | 4 | 1 | 2.31 | 3.50 | 5.00 |
| 28 | 40 | 89 | 12 | 26 | 5000 | 56 | 84 | 23 | 14 | 134 | 75 | 79 | RT | | | 6.00/16 | 12/38 | 45.59 | 40.06 | 442 | Op | 6 | 2 | 1.62 | 2.75 | 3.62 |
| 29 | 50G | 89 | 12 | 26 | 5860 | 56 | 84 | 23 | 14 | 134 | 75 | 79 | RT | | | 7.50/16 | 14/34 | 57.81 | 51.51 | 488 | Op | 6 | 2 | 1.52 | 2.57 | 3.53 |
| 30 | 50D | 89 | 12 | 26 | 5990 | 56 | 84 | 23 | 14 | 134 | 75 | 79 | RT | | | 7.50/16 | 14/34 | 53.25 | 47.16 | 487 | Op | 6 | 2 | 1.52 | 2.57 | 3.53 |
| 31 | 40D4 | 89 | 12 | 26 | | 62 | 62 | 23 | 14 | 134 | 75 | 79 | RT | | | 6.00/16 | 12/38 | | | | Op | 6 | 2 | 1.62 | 2.75 | 3.62 |
| 32 | 35 Deluxe | 89 | 12 | 26 | 5000 | 58 | 58 | 23 | 14 | 134 | 75 | 79 | RT | | | 6.00/16 | 11/38 | | | | Op | 6 | 2 | 1.62 | 2.75 | 3.62 |
| 33 | 35 | 89 | 12 | 26 | | 58 | 74 | 23 | 16 | 132 | 71 | 89 | RT | | | 6.00/16 | 11/38 | | | | Op | 6 | 2 | 1.85 | 2.54 | 3.51 |
| | Deere, John | | | | | | | | | | | | | | | | | | | | | | | | | |
| 34 | 520 Row Crop | 90 | 8 | 24 | 4960 | 56 | 88 | 8 | 16 | 132 | 86 | 83 | RT | | | 5.50/16 | 12/36 | 38.58 | 34.31 | 597 | Op | 6 | 1 | 1.50 | 2.50 | 3.50 |
| 35 | 620 Row Crop | 90 | 8 | 25 | 5860 | 56 | 88 | 8 | 16 | 139 | 86 | 84 | RT | | | 6.00/16 | 13/38 | 48.68 | 44.16 | 598 | Op | 6 | 1 | 1.50 | 2.50 | 3.50 |
| 36 | 620 Standard | 80 | 14 | 25 | 6480 | 62 | 80 | 8 | 16 | 123 | 86 | 81 | RT | | | 6.00/16 | 15/30 | 48.68 | 44.16 | 598 | Op | 6 | 1 | 1.33 | 2.50 | 3.33 |
| 37 | 620 Hi Crop | 98 | 16 | 30 | 7250 | 60 | 90 | | | | 86 | | RT | | | 7.50/20 | 12/38 | 48.68 | 44.16 | 598 | Op | 6 | 1 | 1.50 | 2.25 | 3.50 |
| 38 | 620 Orchard | 75 | 13 | | 6345 | 55 | 63 | 27 | 12 | 125 | 71 | 57 | RT | | | 6.00/16 | 14/26 | 48.68 | 44.16 | 598 | | 6 | 1 | 1.50 | 2.50 | 3.50 |
| 39 | 720 Row Crop | 91 | 8 | 25 | 6790 | 60 | 80 | 8 | 16 | 135 | 86 | 88 | RT | | | 6.00/16 | 13/38 | 59.12 | 53.05 | 605 | Op | 6 | 1 | 1.33 | 2.25 | 3.50 |
| 40 | 720 Standard | 82 | 14 | 13 | 7380 | 62 | 80 | 8 | 16 | 123 | 86 | 87 | RT | | | 7.50/18 | 15/30 | 59.12 | 53.05 | 605 | Op | 6 | 1 | 1.33 | 2.25 | 3.50 |
| 41 | 720 Hi Crop | 99 | 16 | 30 | 8070 | 60 | 90 | | | 151 | 86 | 101 | RT | | | 7.50/20 | 13/38 | 59.12 | 53.05 | 605 | Op | 6 | 1 | 1.33 | 2.00 | 3.33 |
| 42 | 720 Row Crop | 91 | 8 | 25 | 7105 | 60 | 80 | 8 | 16 | 135 | 86 | 88 | RT | | | 6.00/16 | 13/38 | 58.84 | 53.66 | 594 | Op | 6 | 1 | 1.33 | 2.25 | 3.50 |
| 43 | 720 Standard | 82 | 14 | 13 | 7790 | 62 | 80 | 8 | 16 | 123 | 86 | 87 | RT | | | 7.50/18 | 15/30 | 58.84 | 53.66 | 594 | Op | 6 | 1 | 1.33 | 2.25 | 3.50 |
| 44 | 720 Hi Crop | 99 | 16 | 30 | 8415 | 60 | 90 | | | 151 | 86 | 101 | RT | | | 7.50/20 | 13/38 | 58.84 | 53.66 | 594 | Op | 6 | 1 | 1.33 | 2.00 | 3.33 |
| 45 | 820 Standard | 85 | 15 | | 8745 | 64 | 68 | 35 | 20 | 142 | 86 | 81 | RT | | | 7.50/18 | 15/34 | 75.60 | 69.66 | 632 | Op | 6 | 1 | 2.33 | 3.50 | 4.50 |
| 46 | 420-H | 80 | | 32 | 3400 | 54 | 84 | 12 | (q) | 132 | 72 | 86 | RT | | | 6.50/16 | 10/38 | | | NT | Op | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 47 | 420-S | 70 | | 21 | 2750 | 38 | 54 | 25 | (r) | 114 | 55 | 73 | RT | | | 5.00/15 | 9/24 | | | NT | St | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 48 | 420-T | 82 | | 21 | 3000 | 48 | 96 | 10 | (s) | 130 | 88 | 76 | RT | | | 5.00/15 | 10/34 | | | NT | St | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 49 | 420-U | 77 | | 14 | 2847 | 40 | 56 | 6 | 11 | 119 | 55 | 68 | RT | | | 5.00/15 | 10/24 | | | NT | Op | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 50 | 420-V | 72 | | 26 | 3050 | 46 | 80 | 19 | (t) | 124 | 74 | 81 | RT | | | 5.00/15 | 10/34 | | | NT | St | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 51 | 420-W | 85 | | 21 | 3000 | 48 | 98 | 6 | 16 | 136 | 85 | 74 | RT | | | 5.00/15 | 10/34 | 28.31 | 29.21 | 598 | Op | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 52 | 420-I | 85 | | 21 | 3000 | 48 | 98 | 6 | 16 | 136 | 85 | 74 | RT | | | 5.00/15 | 10/34 | | | NT | Op | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 53 | 320-U | 77 | | 11 | 2750 | 40 | 56 | 6 | 11 | 119 | 55 | 65 | RT | | | 5.00/15 | 9/24 | | | NT | Op | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 54 | 320-S | 70 | | 21 | 2650 | 38 | 54 | 25 | (r) | 115 | 53 | 69 | RT | | | 5.00/15 | 9/24 | | | NT | St | 4 | 1 | 1.86 | 3.65 | 4.87 |
| 55 | Ford 621 | 74 | 8 | 20 | 2462 | 48 | 76 | 17 | 12 | 115 | 63 | 56 | RT | | | 5.50/16 | 10/28 | 35.00 | 32.00 | NT | N | 4 | 1 | 2.79 | 3.39 | 4.93 |
| 56 | 631 | 74 | 8 | 20 | 2662 | 48 | 76 | 17 | N | 120 | 63 | 56 | RT | | | 5.50/16 | 10/28 | 35.00 | 32.00 | NT | N | 4 | 1 | 2.79 | 3.39 | 4.93 |
| 57 | 641 | 74 | 8 | 21 | 2737 | 52 | 76 | 17 | 13 | 120 | 63 | 56 | RT | | | 5.50/16 | 11/28 | 35.00 | 32.00 | NT | St | 4 | 1 | 2.85 | 3.46 | 5.04 |
| 58 | 651 | 74 | 8 | 21 | 2825 | 52 | 76 | 17 | 13 | 120 | 63 | 56 | RT | | | 5.50/16 | 11/28 | 37.50 | 32.50 | NT | St | 5 | 1 | 2.39 | 3.79 | 5.04 |
| 59 | 661 | 74 | 8 | 21 | 2812 | 52 | 76 | 17 | 13 | 120 | 63 | 56 | RT | | | 5.50/16 | 11/28 | 37.50 | 32.00 | NT | St | 5 | 1 | 2.39 | 3.79 | 5.04 |
| 60 | 821 | 74 | 8 | 20 | 2637 | 48 | 76 | 17 | 10 | 116 | 63 | 55 | RT | | | 6.00/16 | 10/28 | 47.50 | 44.00 | NT | N | 4 | 1 | 3.28 | 3.98 | 5.80 |
| 61 | 851 | 74 | 8 | 21 | 2964 | 52 | 76 | 17 | 13 | 120 | 63 | 57 | RT | | | 6.00/16 | 12/28 | 50.00 | 44.00 | NT | St | 5 | 1 | 2.30 | 3.66 | 4.87 |
| 62 | 861 | 74 | 8 | 21 | 2991 | 52 | 76 | 17 | 13 | 120 | 63 | 57 | RT | | | 6.00/16 | 12/28 | 50.00 | 44.00 | NT | St | 5 | 1 | 2.30 | 3.66 | 4.87 |
| 63 | 741 | 85 | 7 | 27 | 3118 | 56 | 84 | 17 | 16 | 132 | 71 | 65 | RT | | | 5.50/16 | 11/28 | 35.00 | 32.00 | NT | St | 4 | 1 | 2.65 | 3.22 | 4.69 |
| 64 | 951 | 85 | 7 | 28 | 3344 | 56 | 84 | 17 | 17 | 132 | 71 | 65 | RT | | | 5.50/16 | 12/28 | 50.00 | 44.00 | NT | St | 5 | 1 | 2.30 | 3.66 | 4.86 |
| 65 | 961 | 85 | 7 | 28 | 3317 | 56 | 84 | 17 | 17 | 132 | 71 | 65 | RT | | | 5.50/16 | 12/28 | 50.00 | 44.00 | NT | St | 5 | 1 | 2.30 | 3.66 | 4.86 |
| 66 | 841 | 74 | 8 | 21 | 2898 | 52 | 76 | 17 | 13 | 120 | 63 | 57 | RT | | | 6.00/16 | 12/28 | 47.50 | 44.00 | NT | St | 4 | 1 | 3.67 | 4.46 | 6.50 |
| 67 | International W-450 | 82 | 12 | | 5940 | 56 | 72 | 18 | Ad | 130 | 72 | 93 | S-R | | | 6.50/18 | 14/30 | | | 612 | Op | 5 | 1 | 2.40 | 3.70 | 4.70 |
| 68 | W-450D | 82 | 12 | | 6260 | 56 | 72 | 18 | Ad | 130 | 72 | 92 | S-R | | | 6.50/18 | 14/30 | | | 608 | Op | 5 | 1 | 2.40 | 3.70 | 4.70 |
| 69 | Cub Lo-Boy | 82 | 7 | 14 | 1590 | 40 | 56 | 23 | Ad | 97 | 48 | 55 | RT | | | 4.00/12 | 7/24 | | | 575 | Op | 3 | 1 | 2.30 | 3.10 | 6.90 |
| 70 | 350 | 75 | 9 | 14 | 4180 | 48 | 76 | 26 | Ad | 123 | 64 | 60 | RT | | | 5.50/16 | 11/28 | | | 615 | Op | 5 | 1 | 2.50 | 3.80 | 5.20 |
| 71 | 650D | 83 | 12 | | 6650 | 60 | 71 | 18 | Ad | 137 | 76 | 84 | S-R | | | 7.50/18 | 14/34 | | | 518 | | 5 | 1 | 2.40 | 3.20 | 4.50 |
| 72 | 330 Utility | 73 | 9 | 14 | 3900 | 48 | 76 | 26 | Ad | 121 | 64 | 60 | RT | | | 5.50/16 | 11/28 | 35.00 | 31.50 | | Op | 5 | 1 | 2.50 | 3.80 | 5.20 |
| 73 | 350D | 75 | 9 | 14 | 4280 | 48 | 76 | 26 | Ad | 123 | 64 | 60 | RT | N | N | 5.50/16 | 11/28 | 44.10 | 40.99 | 611 | Op | 5 | 1 | 2.50 | 3.80 | 5.20 |
| 74 | 650 | 83 | 12 | 15 | 6380 | 60 | | 18 | Ad | 134 | 76 | 85 | RT | | | 7.50/18 | 14/34 | 65.17 | 57.87 | 618 | Op | 5 | 1 | 2.40 | 3.20 | 4.50 |

*For Key to References and Abbreviations See Pages 160 and 161*

***For Directory of Tractor Manufacturers listed above, see Table of Contents***

## Construction and Off-Highway Equipment Section

| Travel Speeds at Normal Governed Engine R.P.M. with Standard Wheels | | | | ENGINE | | | | | | | FUEL | | | | | | | | | | BELT PULLEY | | | | CAPACITIES | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fourth | Fifth | Sixth | Reverse | Make and Model | Number of Cylinders—Bore and Stroke (In.) | Piston Disp. (Cu. In.) | R.P.M. at Governed Speed | Valve Arrangement | Number of Main Bearings | Diameter of Main Bearings | Standard | Optional | Ignition—Make | Carburetor or Injector Pump—Make | Air Cleaner—Make | Governor—Make | Oiling System—Make | Cooling System—Type | Clutch—Make and Type | Final Drive—Type | Diameter (In.) | Face (In.) | Normal R.P.M. | Steering Type | Cooling System (Gal.) | Fuel Tank (Gal.) | Crankcase (Qts.) | Transmission (Qts.) | Final Drive Case (Qts.) | Starting Method | Line Number |
| ... | ... | ... | 3.80 | Own 1B | 4-3⅝x3½ | 125 | 1500 | I | 3 | 2¼ | G | ... | FM | Zen | Don | Own | P | Pu | Roc SP | SG | 8 | 5½ | 1130 | FK | 2 | 13 | 4 | 7 | 44 | Ele | 1 |
| ... | ... | ... | 3.00 | Own B | 4-3⅝x3½ | 125 | 1500 | I | 3 | 2¼ | G,D | ... | FM | Zen | Don | Own | P | Pu | Roc SP | SG | 8 | 5½ | 1130 | FK | 2 | 13 | 4 | 6 | ††3¼ | Ele | 2 |
| 11.25 | ... | ... | 3.50 | Own CE | 4-3⅝x3½ | 125 | 1650 | I | 3 | 2¼ | G | K | DR | Zen | Don | Own | P | Pu | Roc SP | SG | 8 | 5½ | 1220 | ... | 2 | 13 | 4 | 8½ | ††1½ | Ele | 3 |
| 6.91 | ... | ... | 1.96 | Cont N62 | 4-2⅝x3½ | 62 | 1800 | L | 2 | 2 | G | ... | DR | Mar | Don | Cont | P | TS | Roc SP | ... | 6 | 4 | 1950 | FK | 1⅝ | 5 | 3½ | 8 | ... | Ele | 4 |
| 11.25 | ... | ... | 3.00 | Own WD | 4-4x4½ | 226 | 1400 | I | 3 | 2½ | G,D | ... | DR | Zen | Uni | Own | P | Pu | Roc SP | SG | 9 | 6½ | 1260 | WS | 3½ | 15 | 6 | 17 | 18¼ | Ele | 5 |
| 11.25 | ... | ... | 3.17 | Own 6-3½x4½ | 230 | 1625 | I | 7 | 2½ | O | ... | ... | ... | Bos | Uni | Bos | P | Pu | Roc SP4 | SG | 9 | 6½ | 1463 | WS | 4½ | 15 | 6 | 17 | ††13¼ | Ele | 6 |
| 3.40 | 3.75 | (aa) | (bb) | Own 149 | 4-3½x3⅝ | 149 | 1650 | I | 3 | 2¾ | G | ... | DR | Mar | Don | Own | P | Pu | Roc SP | SG | 9 | 6½ | 1384 | FK | 2½ | 14 | 4 | 14½ | 2 | Ele | 7 |
| 3.80 | 4.00 | (cc) | (dd) | Own 17 | 4-4x4½ | 226 | 1650 | I | 3 | 3 | G | ... | DR | Zen | Uni | Own | P | Pu | Roc SP | SG | 9 | 6½ | 1384 | FK | 3½ | 20¾ | 6 | 25 | 21½ | Ele | 8 |
| 3.80 | 4.00 | (cc) | (dd) | Own DA262 | 6-3½x4⅝ | 262 | 1650 | I | 7 | 2½ | D | ... | ... | Ros | Uni | Ros | P | Pu | Roc SP | SG | 9 | 6½ | 1384 | FK | 4 | 20¾ | 6 | 25 | 21½ | Ele | 9 |
| 12.00 | ... | ... | 1.72 | Cont GD157 | 4-3⅝x4⅝ | 157 | 2000 | I | 3 | 2⅝ | O | ... | AL | Bos | Don | ... | P | TS | Roc SP | CH | 8½ | 6¼ | 1650 | FK | 5 | 12½ | 5 | 14 | 4 | Ele | 10 |
| 5.00 | ... | ... | 1.69 | Cont F162 | 4-3½x4⅝ | 162 | 2400 | I | 3 | 2½ | G | ... | AL | Mar | Don | ... | P | TS | Roc SP | CH | 8½ | 6¼ | 1800 | FK | 5 | 12½ | 5 | 14 | 4 | Ele | 11 |
| 15.00 | ... | ... | 1.69 | Cont F162 | 4-3x4⅝ | 162 | 2400 | I | 3 | 2½ | K | ... | AL | Mar | Don | ... | P | TS | Roc SP | CH | 8½ | 6¼ | 1800 | FK | 5 | 12½ | 5 | 14 | ††2 | Ele | 12 |
| 11.00 | ... | ... | 2.90 | Own ... | 4-3½x4½ | 127 | 1900 | I | 3 | 2¼ | G | ... | AL | Mar | ... | Own | P | Pu | Au SP | SG | 9¼ | 6⅜ | 1290 | FK | 3¼ | 13 | 5 | 28 | ** | Ele | 13 |
| ... | ... | ... | ... | Own ... | 4-3⅝x4½ | 148 | 1900 | I | 3 | 2¼ | G | LP,D,O | AL | Mar | ... | Own | P | Pu | Au SP | SG | 9¼ | 6⅜ | 1290 | FK | 3¼ | 13 | 5 | 44 | ** | Ele | 14 |
| ... | ... | ... | ... | Own ... | 4-3⅝x4½ | 148 | 2000 | I | 3 | 2¼ | G | LP | AL | M-Z | ... | Own | P | Pu | Own ... | SG | ... | ... | ... | FK | ... | 13 | 5 | ... | ... | Ele | 15 |
| ... | ... | ... | ... | Own ... | 4-3½x4½ | 164 | 2000 | I | 3 | 2¼ | G | LP | AL | ... | ... | Own | P | Pu | ... SP | SG | 9¼ | 6⅜ | 1360 | ... | 3 | 13 | 5 | 44 | ** | Ele | 16 |
| ... | ... | ... | ... | ... | 4-3½x4½ | 164 | 2250 | I | 3 | 2¼ | G | LP | AL | ... | ... | Own | P | Pu | Own ... | SG | ... | ... | ... | ... | ... | 13 | 5 | ... | ... | Ele | 17 |
| 3.80 | 4.80 | (ee) | (ff) | Own ... | 4-4x5 | 251 | 1500 | I | 5 | 3 | G | LP | AL | Mar | Don | Own | P | Pu | Own SP | SG | 10½ | 7¼ | 1166 | FK | 7½ | 21 | 9 | 60 | ** | Ele | 18 |
| 3.80 | 4.80 | (ee) | (ff) | Own ... | 4-4½x5 | 267 | 1500 | I | 5 | 3 | O | K,D | ... | Bos | Don | Own | P | Pu | Own SP | SG | 10½ | 7¼ | 1166 | FK | 7½ | 21 | 9 | 60 | ** | Ele | 19 |
| 3.80 | 4.80 | (ee) | (ff) | Own ... | 4-4x5 | 251 | 1800 | I | 5 | 3 | G | LP | AL | Mar | Don | Own | P | Pu | Own ... | SG | ... | ... | ... | FK | 7½ | 21 | 9 | 60 | ** | Ele | 20 |
| 3.80 | 4.80 | (ee) | (ff) | Own ... | 4-4½x5 | 267 | 1800 | I | 5 | 3 | O | K,D | ... | Bos | Don | Own | P | Pu | Own ... | SG | ... | ... | ... | FK | 7½ | 22 | 9 | 60 | ** | Ele | 21 |
| 5.80 | 7.10 | 13.90 | 3.20 | Own 900 | 6-4x5 | 377 | 1500 | I | 7 | 3 | D | ... | ... | Bos | Don | Own | P | Pu | Own SO | CH | 13½ | 8¼ | 944 | SA | 14 | 30 | 14 | 64 | ** | Ele | 22 |
| 5.20 | 6.40 | 12.50 | 2.90 | Own 900 | 6-4x5 | 377 | 1350 | I | 7 | 3 | LP | ... | AL | Ens | Don | Own | P | Pu | Own SO | CH | 13½ | 8¼ | 944 | SA | 14 | 30 | 14 | 64 | ** | Ele | 23 |
| 18.10 | 29.10 | ... | 4.10 | Own D362F | 6-5½x6½ | 805 | 2000 | I | 7 | 4¼ | O | ... | ... | Own | Don | Own | P | Pu | Own DP | SH | ... | ... | ... | ... | 20 | 75 | 33 | 82 | ** | EG | 24 |
| 15.30 | 25.10 | ... | 3.70 | Own D337F | 6-5½x6½ | 805 | 1800 | I | 7 | 4¼ | O | ... | ... | Own | Don | Own | P | Pu | Own DP | SH | ... | ... | ... | ... | 22½ | 90 | 33 | 112 | ** | EG | 25 |
| 12.50 | 20.50 | ... | 3.00 | Own DW21 | 6-5½x6½ | 805 | 1800 | I | 7 | 4¼ | O | ... | ... | Own | Don | Own | P | Pu | Own DP | SH | ... | ... | ... | ... | 22½ | 100 | 33 | 108 | ** | EG | 26 |
| 12.50 | ... | ... | 3.00 | Cont F140 | 4-3⅞x4⅝ | 140 | 1800 | L | 3 | 2¼ | G | D | AL | Mar | Don | Novi | P | Pu | BB SP | SG | 10 | 6½ | 1160 | SF | 3 | 12½ | 4 | 8 | ††3 | Ele | 27 |
| 4.50 | 6.25 | 10.50 | (e) | Bu 6B230 | 6-3⅞x4½ | 229 | 1650 | I | 7 | 2½ | G | O,D,LP | AL | Zen | Don | Novi | P | Pu | BB SP | SG | 12 | 8½ | 1000 | SF | 4¾ | 21 | 6 | 40 | ** | Ele | 28 |
| 4.32 | 5.95 | 9.85 | (e) | Bu 6B273 | 6-3⅝x4½ | 273 | 1650 | I | 7 | 2½ | G | ... | AL | Zen | Don | Novi | P | Pu | BB SP | SG | 12 | 8½ | 1000 | DFS | 4¾ | 21 | 6 | 40 | ** | Ele | 29 |
| 4.32 | 5.95 | 9.85 | (e) | Bu 6DA273 | 6-3⅝x4½ | 273 | 1650 | I | 7 | 2½ | O | ... | ... | Bos | Don | Bos | P | Pu | BB SP | SG | 12 | 8½ | 1000 | DFS | 4¾ | 21 | 6 | 40 | ** | Ele | 30 |
| 4.50 | 6.25 | 10.50 | (e) | Per L4 | 4-4¼x4¾ | 269 | 1650 | I | 3 | 3 | O | ... | ... | ... | ... | Don | P | Pu | BB SP | SG | 12 | 8½ | 1000 | FK | 3¾ | 21 | 8½ | 40 | ... | Ele | 31 |
| 4.50 | 6.25 | 10.50 | (e) | Own ... | 4-3⅝x4½ | 198 | 1650 | I | 5 | 2½ | G | ... | AL | Zen | Don | Novi | P | Pu | BB SP | SG | 12 | 8½ | 1000 | FK | 4¾ | 21 | 5 | 40 | ... | Ele | 32 |
| 4.85 | 7.05 | 13.40 | (v) | Own ... | 4-3⅝x4½ | 198 | 1650 | I | 5 | 2½ | G | ... | AL | Zen | Don | Novi | P | Pu | BB SP | SG | 10 | 8¼ | 1200 | DFS | 4½ | 21 | 4¾ | 26 | ** | Ele | 33 |
| 4.50 | 5.75 | 10.00 | 2.50 | Own 520 | 2-4½x5½ | 190 | 1375 | I | 2 | 2¼ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | SG | 9⅓ | 7¼ | 1325 | FK | 4½ | 18 | 7 | 16 | ... | Ele | 34 |
| 4.50 | 6.50 | 11.50 | 3.00 | Own 620 | 2-5⅛x6⅝ | 303 | 1125 | I | 2 | 2⅝ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | SG | 12⅓ | 7⅜ | 1125 | FK | 6½ | 20½ | 8 | 24 | ... | Ele | 35 |
| 4.25 | 6.00 | 10.50 | 2.25 | Own 620 | 2-5⅛x6⅝ | 303 | 1125 | I | 2 | 2⅝ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | SG | 12⅓ | 7⅜ | 1125 | SA | 6½ | 20½ | 8 | 24 | ... | Ele | 36 |
| 4.50 | 5.75 | 11.33 | 3.00 | Own 620 | 2-5⅛x6⅝ | 303 | 1125 | I | 2 | 2⅝ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | CH | 12⅓ | 7⅜ | 1125 | DA | 6½ | 20½ | 8 | 24 | ††13¼ | Ele | 37 |
| 4.25 | 6.25 | 10.75 | 2.75 | Own 620 | 2-5⅛x6⅝ | 303 | 1125 | I | 2 | 2⅝ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | SG | 12⅓ | 7⅜ | 1125 | SA | 7 | 20 | 8 | 8½ | ... | Ele | 38 |
| 4.33 | 5.75 | 11.25 | 3.33 | Own 720 | 2-6x6⅝ | 361 | 1125 | I | 2 | 3¼ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | SG | 9⅓ | 7¼ | 1325 | FK | 7½ | 26 | 12 | 32 | ... | Ele | 39 |
| 4.33 | 5.50 | 11.00 | 3.25 | Own 720 | 2-6x6⅝ | 361 | 1125 | I | 2 | 3¼ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | SG | 9⅓ | 7¼ | 1125 | SA | 7½ | 26 | 12 | 32 | ... | Ele | 40 |
| 4.25 | 5.33 | 10.50 | 3.25 | Own 720 | 2-6x6⅝ | 361 | 1125 | I | 2 | 3¼ | G | LP,D | DR | Mar | Don | Own | P | Pu | Own MD | CH | 9⅓ | 7¼ | 1125 | DA | 7½ | 26 | 12 | 32 | ††13¼ | Ele | 41 |
| 4.33 | 5.75 | 11.25 | 3.33 | Own 620 | 2-5⅛x6⅝ | 376 | 1125 | I | 3 | 5 | O | ... | ... | B-S | Don | Own | P | Pu | Own MD | SG | 9⅓ | 7¼ | 1125 | FK | 7 | 20 | 11 | 8 | ... | GS | 42 |
| 4.33 | 5.50 | 11.00 | 3.25 | Own 720 | 2-5⅛x6⅝ | 376 | 1125 | I | 3 | 5 | O | ... | ... | B-S | Don | Own | P | Pu | Own MD | SG | 9⅓ | 7¼ | 1125 | SA | 7 | 20 | 11 | 8 | ... | GS | 43 |
| 4.25 | 5.33 | 10.50 | 3.25 | Own 720 | 2-5⅛x6⅝ | 376 | 1125 | I | 3 | 5 | O | ... | ... | B-S | Don | Own | P | Pu | Own MD | CH | 9⅓ | 7¼ | 1125 | DA | 7 | 20 | 11 | 8 | ††13¼ | GS | 44 |
| 5.33 | 6.75 | 12.25 | 2.50 | Own 820 | 2-6½x8 | 471 | 1125 | I | 3 | 4½ | O | ... | ... | B-S | Don | Own | P | Pu | Own MD | SG | 12⅓ | 9 | 1125 | SA | 8¾ | 32½ | 14 | 13 | ... | GS | 45 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x4 | 113 | 1850 | I | 2 | 2½ | G | TF,LP | DR | Mar | Don | Own | P | Pu | Au SP⅚ | SG | 9⅓ | 6⅝ | 1270 | DA | 2¾ | 10½ | 5 | 8 | ††2 | Ele | 46 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x4 | 113 | 1850 | I | 2 | 2½ | G | TF,LP | DR | Mar | Don | Own | P | Pu | Au SP⅚ | SG | 9⅓ | 6⅝ | 1270 | DA | 2¾ | 10½ | 5 | 8 | ††13¼ | Ele | 47 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x4 | 113 | 1850 | I | 2 | 2½ | G | TF,LP | DR | Mar | Don | Own | P | Pu | Au SP⅚ | SG | 9⅓ | 6⅝ | 1270 | DF | 2¾ | 10½ | 5 | 9½ | ††2 | Ele | 48 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x4 | 113 | 1850 | I | 2 | 2½ | G | TF,LP | DR | Mar | Don | Own | P | Pu | Au SP⅚ | SG | 9⅓ | 6⅝ | 1270 | DA | 2¾ | 10½ | 5 | 8 | ††13¼ | Ele | 49 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x4 | 113 | 1850 | I | 2 | 2½ | G | TF | DR | Mar | Don | Own | P | Pu | Au SP⅚ | SG | 9⅓ | 6⅝ | 1270 | DA | 2¾ | 10½ | 5 | 8 | ††13¼ | Ele | 50 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x4 | 113 | 1850 | I | 2 | 2½ | G | TF,LP | DR | Mar | Don | Own | P | Pu | Au SP⅚ | SG | 9⅓ | 6⅝ | 1270 | DA | 2¾ | 10½ | 5 | 9½ | ††13½ | Ele | 51 |
| 12.00 | ... | ... | 2.70 | Own 420 | 2-4¼x11 | 113 | 1850 | I | 2 | 2½ | G | LP,TF | DR | Mar | Don | Own | P | Pu | Au SP | SG | 9⅓ | 6⅝ | 1270 | DA | 2¾ | 10½ | 5 | 9½ | 7 | Ele | 52 |
| 12.00 | ... | ... | 2.70 | Own 320 | 2-4x4 | 101 | 1650 | I | 2 | 2½ | G | TF | DR | Mar | Don | Own | P | TS | Au SP | SG | 9⅓ | 6⅝ | 1246 | DA | 3½ | 10½ | 5 | 8 | ††13¼ | Ele | 53 |
| 12.00 | ... | ... | 2.70 | Own 320 | 2-4x4 | 101 | 1650 | I | 2 | 2½ | G | TF | DR | Mar | Don | Own | P | TS | Au SP | SG | 9⅓ | 6⅝ | 1246 | DA | 3½ | 10½ | 5 | 8 | ††13¼ | Ele | 54 |
| 10.30 | ... | ... | 2.92 | Own ... | 4-3⅞x3½ | 134 | 2000 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | ... | ... | ... | DA | 3¾ | 13 | 5 | 6 | 8 | Ele | 55 |
| 10.30 | ... | ... | 2.92 | Own ... | 4-3⅞x3½ | 134 | 2000 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | ... | ... | ... | DA | 3¾ | 13 | 5 | 6 | 8 | Ele | 56 |
| 10.53 | ... | ... | 2.98 | Own ... | 4-3⅞x3½ | 134 | 2000 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | 9 | 6½ | 1360 | DA | 3¾ | 13 | 5 | 6 | 8 | Ele | 57 |
| 6.96 | 12.38 | ... | 4.07 | Own ... | 4-3⅞x3½ | 134 | 2000 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | 9 | 6½ | 1279 | DA | 3¾ | 13 | 5 | 6 | 8 | Ele | 58 |
| 6.96 | 12.38 | ... | 4.07 | Own ... | 4-3⅞x3½ | 134 | 2000 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo DP | IG | 9 | 6½ | 1279 | DA | 3¾ | 13 | 5 | 6 | 8 | Ele | 59 |
| 12.10 | ... | ... | 3.44 | Own ... | 4-3⅝x3½ | 172 | 2200 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | ... | ... | ... | DA | 3¾ | 13 | 5 | 8 | 11 | Ele | 60 |
| 6.72 | 11.96 | ... | 3.93 | Own ... | 4-3⅝x3½ | 172 | 2200 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | 9 | 6½ | 1279 | DA | 3¾ | 17 | 5 | 8 | 11 | Ele | 61 |
| 6.72 | 11.96 | ... | 3.93 | Own ... | 4-3⅝x3½ | 172 | 2200 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo DP | IG | 9 | 6½ | 1279 | DA | 3¾ | 17 | 5 | 8 | 11 | Ele | 62 |
| 9.78 | ... | ... | 2.78 | Own ... | 4-3⅞x3½ | 134 | 2000 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | 9 | 6½ | 1360 | SA | 3¾ | 17 | 5 | 6 | 9½ | Ele | 63 |
| 6.71 | 11.95 | ... | 3.93 | Own ... | 4-3⅝x3½ | 172 | 2200 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | 9 | 6½ | 1279 | SA | 3¾ | 17 | 5 | 8 | 9½ | Ele | 64 |
| 6.71 | 11.95 | ... | 3.93 | Own ... | 4-3⅝x3½ | 172 | 2200 | I | 3 | 2½ | G | K,LP | Own | Mar | Don | N-P | P | Pu | Lo DP | IG | 9 | 6½ | 1279 | SA | 3¾ | 17 | 5 | 8 | 9½ | Ele | 65 |
| 13.56 | ... | ... | 3.85 | Own 172 | 4-3⅝x3½ | 172 | 2200 | I | 3 | 2½ | G,K | LP | Own | Mar | Don | N-P | P | Pu | Lo SP | IG | 9 | 6⅝ | 1380 | DA | 3¾ | 17 | 5 | 6 | 11 | Ele | 66 |
| 6.50 | 16.10 | ... | 3.20 | Own C281 | 4-4½x5¼ | 281 | 1450 | I | 3 | 2⅜ | G | D,K,LP | Own | Own | Don | Own | ... | Pu | O-R SP | SG | 11 | 7½ | 899 | CL | 7 | 21½ | 8 | 58 | ... | Ele | 67 |
| 6.50 | 16.10 | ... | 3.20 | Own D281 | 4-4½x5¼ | 281 | 1450 | I | 6 | 3⅛ | O | D,K,LP | Own | Own | Don | Own | ... | Pu | O-R SP | SG | 11 | 7½ | 899 | CL | 7¾ | 18½ | 9 | 58 | ... | Ele | 68 |
| ... | ... | ... | 2.60 | Own C60 | 4-2⅝x2¾ | 60 | 1800 | L | 3 | 1⅜ | G | D,K,LP | Own | Own | Don | Own | ... | TS | R-A SP | SG | 7⅝ | 4¾ | 1487 | WG | 2½ | 7½ | 3 | 2 | ††1½ | ... | 69 |
| 6.60 | 16.10 | ... | 3.10 | Own C175 | 4-3⅝x4¼ | 175 | 2000 | I | 3 | 2⅜ | G | D,K,LP | Own | Own | Don | Own | ... | Pu | O-R SP | SG | 11 | 7½ | 1082 | CL | 4½ | 11½ | 6 | 28 | ... | Ele | 70 |
| 5.50 | 15.80 | ... | 2.90 | Own D350 | 4-4½x5½ | 350 | 1500 | ... | 6 | 4¼ | O | D,K,LP | Own | Own | Don | Own | P | Pu | O-R SP | SG | 14 | 8½ | 707 | CL | 9½ | 36 | 11 | 40 | ... | Ele | 71 |
| 6.60 | 16.10 | ... | 2.10 | Own C135 | 4-3¼x4¼ | 135 | 2000 | I | 3 | 2¼ | G | N | Own | Z-C | Don | Own | P | Pu | Own SP | SG | 11 | 7½ | 1082 | FK | 3½ | 11½ | 5 | 28 | ... | Ele | 72 |
| 6.60 | 16.10 | ... | 2.10 | Cont GD193 | 4-3⅜x4⅝ | 193 | 2000 | I | 3 | 2⅜ | O | ... | ... | Ros | Don | Ros | P | Pu | Own SP | SG | 11 | 7½ | 1082 | FK | 4 | 11¾ | 5 | 28 | ... | Ele | 73 |
| 5.50 | 15.80 | ... | 2.90 | Own C350 | 4-4⅛x5½ | 350 | 1500 | I | 3 | 3⅛ | G | LP | Own | Own | Don | Own | P | Pu | Own SP | SG | 14 | 8½ | 707 | FK | 8½ | 36 | 11 | 40 | ... | Ele | 74 |

*For Key to References and Abbreviations See Pages 160 and 161*

*For Directory of Tractor Manufacturers listed above, see Table of Contents*

# 1958 MODELS OF TRACTORS . . .

| Line Number | TRACTOR MAKE AND MODEL | GENERAL: Wheelbase (In.) | GENERAL: Minimum Turning Radius Outside (Ft.) | GENERAL: Ground Clearance (In.) | GENERAL: Shipping Weight with Rubber Tires (Lb.) | GENERAL: TREAD (In.) Minimum | GENERAL: TREAD (In.) Maximum | DRAWBAR: Lateral Adjustment (In.) | DRAWBAR: Height Above Ground (In.) | OVERALL DIMENSIONS: Length (In.) | OVERALL DIMENSIONS: Width (In.) | OVERALL DIMENSIONS: Height—To Highest Point (In.) | WHEELS: Standard Equipment | WHEELS: STEEL Diam. and Face: Front (In.) | WHEELS: STEEL Diam. and Face: Rear (In.) | WHEELS: TIRE SIZE: Front (In.) | WHEELS: TIRE SIZE: Rear (In.) | HP. RATING: Belt | HP. RATING: Drawbar | Nebraska Test Number | Power Take-off | Number of Forward Speeds | Number of Reverse Speeds | Travel Speeds at Normal Governed Engine R.P.M. (M.P.H.) with Standard Wheels: First | Second | Third |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Massey-Harris- | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Ferguson F-TO-35 | 72 | 8½ | 12⅝ | 2776 | 48 | 76 | 17¾ | Ad | 116¾ | 63½ | 54¼ | RT | | | 4.00/19 | 11/28 | 29.33 | 23.76 | 564 | St | 6 | 2 | 1.33 | 1.99 | 3.64 |
| 2 | F-TO-35 | 72 | 8½ | 12⅝ | 2797 | 48 | 76 | 17¾ | Ad | 116¾ | 63½ | 54¼ | RT | | | 4.00/19 | 11/28 | 29.33 | 23.76 | 564 | St | 6 | 2 | 1.33 | 1.99 | 3.64 |
| 3 | F-35D | 72 | 8½ | 12⅝ | 3150 | 48 | 76 | 17¾ | Ad | 111⅛ | 63½ | 54¼ | RT | | | 6.00/16 | 11/28 | 31.00 | 26.09 | NT | St | 6 | 2 | 1.33 | 1.99 | 3.64 |
| 4 | MF-50 Std. | 81⅜ | 8 | 12⅝ | 3100 | 48 | 76 | 17¾ | Ad | 120 | 63½ | 57 | RT | | | 5.50/16 | 11/28 | 28.99 | 23.75 | 595 | St | 6 | 2 | 1.33 | 1.99 | 3.64 |
| 5 | MF-50 Std. LPG | 81⅜ | 8 | 12⅝ | 3200 | 48 | 76 | 17¾ | Ad | 120 | 63½ | 57 | RT | | | 5.50/16 | 11/28 | 28.99 | 23.75 | NT | St | 6 | 2 | 1.33 | 1.99 | 3.64 |
| 6 | MF-50 Util. | 81⅜ | 8 | 12⅝ | 3100 | 48 | 76 | 17¾ | Ad | 120 | 63½ | 57 | RT | | | 6.00/16 | 11/28 | 28.99 | 23.75 | 595 | St | 6 | 2 | 1.33 | 1.99 | 3.64 |
| 7 | MF-50 Tri. | 84⅛ | 8 | 18⅞ | 3195 | 48 | 76 | 17¾ | Ad | 127⅞ | 63½ | 63¼ | RT | | | 5.50/16 | 10/38 | 28.99 | 23.75 | 595 | St | 6 | 2 | 1.45 | 2.18 | 3.99 |
| 8 | MF-50 Tri. LPG | 84⅛ | 8 | 18⅞ | 3295 | 48 | 76 | 17¾ | Ad | 127⅞ | 63½ | 63¼ | RT | | | 5.50/16 | 10/38 | 28.99 | 23.75 | NT | St | 6 | 2 | 1.45 | 2.18 | 3.99 |
| 9 | MF-65 Std. | 84 | 9½ | 20⅝ | 3350 | 56 | 88 | 17⅝ | 13⅞ | 131 | 72½ | 57 | RT | | | 6.00/16 | 12/28 | | | NT | | 6 | 2 | 1.25 | 1.88 | 3.44 |
| 10 | MF-65HA | 84 | 9½ | 27½ | 3520 | 56 | 88 | 17⅝ | 14⅝ | 136 | 72½ | 63⅝ | RT | | | 6.00/16 | 11/38 | | | NT | | 6 | 2 | 1.30 | 1.95 | 3.57 |
| 11 | MF-65 Tri. T | 86 | 9½ | 27½ | 3415 | 56 | 88 | 17⅝ | 14⅝ | 139 | 72½ | 63⅝ | RT | | | 5.50/16 | 11/38 | | | NT | | 6 | 2 | 1.30 | 1.95 | 3.57 |
| 12 | MF-65 Tri. S. | 87¼ | 9½ | 27½ | 3450 | 56 | 88 | 17⅝ | 14⅝ | 139 | 72½ | 63½ | RT | | | 7.50/10 | 11/38 | | | NT | | 6 | 2 | 1.30 | 1.95 | 3.57 |
| 13 | MF-202 | 75 | 8 | 13 | 2645 | 48 | 76 | 17¼ | Ad | 113½ | 63½ | 52 | RT | | | 6.00/16 | 11/28 | 34.50 | 31.70 | NT | St | 6 | 2 | 1.18 | 1.77 | 3.24 |
| 14 | MF-202 Std. | 75 | 8 | 13 | 2860 | 48 | 76 | 17¼ | Ad | 119¼ | 63½ | 55 | RT | | | 6.00/16 | 11/28 | | | NT | St | 6 | 2 | 1.18 | 1.77 | 3.24 |
| 15 | MF-303 | 85½ | 13½ | 11⅝ | 5260 | | 64¼ | 19¼ | Ad | 133 | 78¾ | 73¾ | RT | | | 7.50/15 | 13/24 | 42.90 | 34.60 | NT | Op | 10 | 2 | 1.17 | 1.77 | 2.03 |
| 16 | MF-404 | 85½ | 13½ | 12⅛ | 5420 | | 64¼ | 19¼ | Ad | 133 | 79½ | 74¼ | RT | | | 7.50/15 | 14/24 | 52.00 | | NT | Op | 10 | 2 | 1.20 | 1.81 | 2.07 |
| 17 | MH-333 Std. | 88⅛ | 9 | 10⅞ | 5654 | 56 | 88 | 19¼ | Ad | 140 | 76 | 70 | RT | | | 5.50/16 | 12/28 | 41.89 | 37.26 | 603 | Op | 10 | 2 | 1.23 | 1.83 | 2.07 |
| 18 | MH-333RC | 88⅛ | 9 | 15⅛ | 5654 | 56 | 88 | 19¼ | Ad | 140⅛ | 76 | 75 | RT | | | 5.50/16 | 12/38 | 41.80 | 37.26 | NT | Op | 10 | 2 | 1.47 | 2.22 | 2.51 |
| 19 | MH-333HA | 102⅛ | 14 | 15⅛ | 5654 | 56 | 88 | 19¼ | Ad | 140⅛ | 76 | 75 | RT | | | 5.50/16 | 12/38 | 41.89 | 37.26 | 603 | Op | 10 | 2 | 1.47 | 2.22 | 2.51 |
| 20 | MH-444 Std. | 87⅛ | 8½ | 15⅛ | 5364 | 56 | 88 | 19¼ | Ad | 140 | 76 | 73¾ | RT | | | 7.50/16 | 14/30 | | | NT | Op | 10 | 2 | 1.35 | 2.04 | 2.31 |
| 21 | MH-444 LP | 87½ | 8½ | 15⅛ | 5364 | 56 | 88 | 19¼ | Ad | 140 | 76 | 73¾ | RT | | | 7.50/16 | 14/30 | 49.24 | 45.26 | 602 | Op | 10 | 2 | 1.35 | 2.04 | 2.31 |
| 22 | MH-444D | 87½ | 8½ | 15⅛ | 6440 | 56 | 88 | 19¼ | Ad | 138½ | 72 | 85½ | RT | | | 7.50/16 | 14/30 | 43.16 | 34.43 | 576 | Op | 10 | 2 | 1.35 | 2.04 | 2.31 |
| 23 | MH-444RC | 88⅜ | 8½ | 16⅛ | 5258 | 56 | 88 | 19¼ | Ad | 137 | 76 | 76⅜ | RT | | | 9.00/10 | 13/38 | 49.24 | 45.26 | NT | Op | 10 | 2 | 1.52 | 2.29 | 2.59 |
| 24 | MH-444RC. LP | 88⅜ | 8½ | 16⅛ | 5258 | 56 | 88 | 19¼ | Ad | 137 | 76 | 76⅜ | RT | | | 9.00/10 | 13/38 | 49.24 | 45.26 | NT | Op | 10 | 2 | 1.52 | 2.29 | 2.59 |
| 25 | MH-444RC. D | 88⅜ | 8½ | 16⅛ | 5258 | 56 | 88 | 19¼ | Ad | 137 | 76 | 76⅜ | RT | | | 9.00/10 | 13/38 | 49.24 | 45.26 | NT | Op | 10 | 2 | 1.52 | 2.29 | 2.59 |
| 26 | MH-444HA | 99⅛ | 14 | 16⅛ | 5478 | 56 | 88 | 19¼ | Ad | 150⅛ | 76 | 76⅜ | RT | | | 6.50/16 | 12/38 | 49.24 | 45.26 | NT | Op | 10 | 2 | 1.47 | 2.22 | 2.51 |
| 27 | MH-444HA. LP | 99⅛ | 14 | 16⅛ | 5478 | 56 | 88 | 19¼ | Ad | 150⅛ | 76 | 76⅜ | RT | | | 6.50/16 | 12/38 | 49.24 | 45.26 | NT | Op | 10 | 2 | 1.47 | 2.22 | 2.51 |
| 28 | MH-444HA. D | 99⅛ | 14 | 16⅛ | 5478 | 56 | 88 | 19¼ | Ad | 150⅛ | 76 | 76⅜ | RT | | | 6.50/16 | 12/38 | 49.24 | 45.26 | NT | Op | 10 | 2 | 1.47 | 2.22 | 2.51 |
| 29 | MH-555Std. | 87½ | 17 | 12⅝ | 7631 | 57⅛ | 57⅛ | 30¼ | 15 | 145⅞ | 72½ | 83¼ | S-R | 30x5⅞ | 54x12 | 7.50/18 | 14/34 | 57.97 | 45.30 | NT | Op | 4 | 1 | 2.96 | 4.22 | 5.22 |
| 30 | MH-555R | 90 | 17 | 12⅝ | | 70 | 70 | 30¼ | 16⅝ | | 91⅝ | 65⅞ | S-R | 30x5⅞ | 54x12 | 7.50/18 | 18/26 | 57.97 | 45.30 | NT | Op | 4 | 1 | 2.96 | 4.22 | 5.22 |
| 31 | MH-555WS | 90 | 17 | 12⅞ | | 70 | 70 | 30¼ | 12⅛ | | 89⅛ | 64⅞ | S-R | 30x5⅞ | 54x12 | 7.50/18 | 18/26 | 57.97 | 45.30 | NT | Op | 4 | 1 | 2.96 | 4.22 | 5.22 |
| | McCormick | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | Farmall Cub | 69 | 8½ | 20½ | 1590 | 40 | 56 | 23 | Ad | 99 | 48" | 76 | RT | | | 4.00/12 | 8/24 | | | 575 | Op | 3 | 1 | 2.40 | 3.20 | 7.30 |
| 33 | Farmall 130 | 71 | 8½ | 22 | 2710 | 40 | 68 | 19 | Ad | 107 | 56" | 82 | RT | | | 5.00/15 | 9/24 | | | 617 | Op | 4 | 1 | 2.30 | 3.70 | 4.80 |
| 34 | Farmall 130-HC | 71 | 8⅜ | 27 | 2860 | 48 | 68 | 19 | Ad | 115 | 60½ | 88 | RT | | | 4.00/19 | 9/36 | | | NT | Op | 4 | 1 | 3.00 | 4.80 | 6.40 |
| 35 | Farmall 230 | 82 | 7½ | 23" | 3310 | 48 | 80 | | Ad | 123 | 80½ | 65 | RT | | | 5.00/15 | 10/36 | | | 616 | Op | 4 | 1 | 2.70 | 4.30 | 5.60 |
| 36 | Farmall 350 | 92 | 8½ | 19" | 5500 | 48 | 93 | 26 | Ad | 136 | 75½ | 86 | Op | | | 5.50/16 | 12.4/38 | | | 611 | Op | 5 | 1 | 2.50 | 3.80 | 5.20 |
| 37 | Farmall 350-HC | 94 | 11⅝ | 30 | 5500 | 62 | 74 | 30 | Ad | 149 | 86 | 95 | RT | | | 6.00/20 | 11/38 | | | NT | Op | 5 | 1 | 2.40 | 3.70 | 5.00 |
| 38 | Farmall 450 | 96 | 8½ | 22½" | 6220 | 50 | 94 | 26 | Ad | 141 | 84½ | 95 | Op | | | 6.00/16 | 13.6/38 | | | 612 | Op | 5 | 1 | 2.50 | 3.80 | 4.80 |
| 39 | Farmall 450-D | 96 | 8½ | 22½" | 6640 | 50 | 94 | 26 | Ad | 141 | 84½ | 94 | Op | | | 6.00/16 | 13.6/38 | | | 608 | Op | 5 | 1 | 2.50 | 3.80 | 4.80 |
| 40 | Farmall 450-HC | 101 | 12 | 34 | 6580 | 62 | 74 | 30 | Ad | 155 | 86" | 107 | RT | | | 6.00/20 | 13/38 | | | NT | Op | 5 | 1 | 2.60 | 4.10 | 5.10 |
| 41 | Farmall 450-DHC | 101 | 12 | 34 | 6990 | 62 | 74 | 30 | Ad | 155 | 86" | 106 | RT | | | 6.00/20 | 13/38 | | | NT | Op | 5 | 1 | 2.60 | 4.10 | 5.10 |
| 42 | Farmall 350-D | 92⅛ | 8½ | 19½ | 4800 | 48 | 93 | 26 | Ad | 138 | 83½ | 91 | RT | | | 5.50/16 | 12.4/38 | 40.23 | 36.76 | 609 | Op | 5 | 1 | 2.50 | 3.80 | 5.20 |
| 43 | Farmall 350-DHC | 97⅛ | | | | | | | | 151 | 85½ | 105 | RT | N | N | 6.00/20 | 11/38 | | | | Op | 5 | 1 | 2.40 | 3.70 | 5.00 |
| | Minneapolis-Moline | | | | | | | | | | | | | | | | | | | | | | | | | |
| 44 | Uni-L | 104¼ | 11½ | 12 | 3822 | 83¼ | 83¼ | | | 143½ | 105¼ | 92½ | RT | | | 11/24 | 7.50/18 | | | NT | | 3 | 1 | 2.10 | 4.70 | 10.10 |
| 45 | 335 Utility | 79 | 9⅔ | 18 | 3070 | 48 | 76 | Ad | 19⅝ | 113½ | 58¾ | 58½ | RT | | | 5.50/16 | 10/24 | 35.07 | 31.41 | 624 | Op | 5 | 1 | 2.72 | 4.17 | 6.36 |
| 46 | 335 Type U | 78¼ | 8½ | 23 | 3268 | 48 | 76 | Ad | 20 | 121¼ | 74⅞ | 67⅞ | RT | | | 5.50/16 | 12.4/36 | 35.07 | 31.41 | 624 | Op | 5 | 1 | 3.66 | 5.60 | 8.53 |
| 47 | 335 Type E | 85⅞ | 10⅔ | 22½ | 3538 | 48 | 76 | Ad | 20 | 128⅞ | 74⅞ | 65½ | RT | | | 5.50/16 | 12.4/36 | 35.07 | 31.41 | 624 | Op | 5 | 1 | 3.66 | 5.60 | 8.53 |
| 48 | 335 Type N | 78 | | 23 | 3275 | 48 | 76 | Ad | 20 | 119½ | 74⅞ | 67 | RT | | | 5.50/16 | 12.4/36 | 35.07 | 31.41 | 624 | Op | 5 | 1 | 3.66 | 5.60 | 8.53 |
| 49 | 335 Industrial | 75½ | 10⅔ | 12¼ | 3355 | 56 | 76 | Ad | 19⅝ | 113½ | 69¼ | 62 | RT | | | 6.00/16 | 10/24 | 40.00 | 35.00 | NT | Op | 5 | 1 | 3.48 | 5.34 | 8.13 |
| 50 | 445 Utility | 81⅝ | 10½ | 20 | 3450 | 56 | 84 | Ad | 12⅞ | 121½ | 69½ | 60⅝ | RT | | | 5.50/16 | 12/28 | 44.19 | 40.24 | 579 | Op | 5 | 1 | 2.69 | 4.11 | 6.26 |
| 51 | 445 Utility D | 81⅝ | 10½ | 20 | 3550 | 56 | 84 | Ad | 15½ | 121½ | 69½ | 60⅝ | RT | | | 5.50/16 | 12/28 | 44.00 | 40.00 | NT | Op | 5 | 1 | 2.66 | 4.06 | 6.18 |
| 52 | 445 Type U | 86⅞ | 8⅝ | 25½ | 3530 | 56 | 88 | Ad | 14 | 130⅞ | 82¼ | 67⅞ | RT | | | 5.50/16 | 11/38 | 44.19 | 40.31 | 578 | Op | 5 | 1 | 2.78 | 4.26 | 6.48 |
| 53 | 445 Type E | 93⅝ | 11⅜ | 22½ | 3830 | 56 | 88 | Ad | 14 | 137⅝ | 82¼ | 65¾ | RT | | | 5.50/16 | 11/38 | 44.19 | 40.31 | 578 | Op | 5 | 1 | 2.78 | 4.26 | 6.48 |
| 54 | 445 Type N | 86⅞ | | 25½ | 3650 | 56 | 88 | Ad | 14 | 128⅞ | 82¼ | 67⅞ | RT | | | 5.50/16 | 11/38 | 44.19 | 40.31 | 578 | Op | 5 | 1 | 2.78 | 4.26 | 6.48 |
| 55 | 445 Type UD | 86⅞ | 8⅝ | 25½ | 3630 | 56 | 88 | Ad | 14 | 130⅞ | 82¼ | 67½ | RT | | | 5.50/16 | 11/38 | 44.00 | 40.00 | NT | Op | 5 | 1 | 3.14 | 4.81 | 7.32 |
| 56 | 445 Type ED | 93⅝ | 11⅜ | 22½ | 3930 | 56 | 88 | Ad | 14 | 137⅝ | 82¼ | 65¾ | RT | | | 5.50/16 | 11/38 | 44.00 | 40.00 | NT | Op | 5 | 1 | 3.14 | 4.81 | 7.32 |
| 57 | 445 Type ND | 86⅞ | | 25½ | 3750 | 56 | 88 | Ad | 14 | 128⅞ | 82¼ | 67⅞ | RT | | | 5.50/16 | 11/38 | 44.00 | 40.00 | NT | Op | 5 | 1 | 3.14 | 4.81 | 7.32 |
| 58 | 445 Industrial | 77 | 10½ | 13 | 3725 | 56 | 84 | Ad | 15½ | 118½ | 69 | 63½ | RT | | | 7.50/16 | 12/28 | 44.00 | 40.00 | NT | Op | 5 | 1 | 2.69 | 4.11 | 6.26 |
| 59 | 445 Industrial D | 77 | 10½ | 13 | 3825 | 56 | 84 | Ad | 15½ | 118½ | 69 | 63½ | RT | | | 7.50/16 | 12/28 | 44.00 | 40.00 | NT | Op | 5 | 1 | 2.66 | 4.06 | 6.18 |
| 60 | 5 Star Std. | 90⅝ | | 12 | 5770 | 58 | 67½ | Ad | 16¾ | 134 | 73⅝ | 70 | RT | | | 6.00/16 | 14/26 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.84 | 4.34 | 6.61 |
| 61 | 5 Star Std. D | 90⅝ | | 12 | 6070 | 58 | 67½ | Ad | 16¾ | 134 | 73⅝ | 70 | RT | | | 6.00/16 | 14/26 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.84 | 4.34 | 6.61 |
| 62 | 5 Star Type U | 94 | | 25 | 5570 | 56 | 88 | Ad | 17 | 140 | 79⅛ | 72 | RT | | | 6.00/16 | 13.6/38 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.93 | 4.48 | 6.82 |
| 63 | 5 Star Type E | 101⅛ | | 22 | 5780 | 56 | 88 | Ad | 17 | 147 | 79⅛ | 72 | RT | | | 6.00/16 | 13.6/38 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.93 | 4.48 | 6.82 |
| 64 | 5 Star Type N | 93¾ | | 25 | 5450 | 56 | 88 | Ad | 17 | 137 | 79⅛ | 72 | RT | | | 6.00/16 | 13.6/38 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.93 | 4.48 | 6.82 |
| 65 | 5 Star Type UD | 94 | | 25 | 5870 | 56 | 88 | Ad | 17 | 140 | 79⅛ | 72 | RT | | | 6.00/16 | 13.6/38 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.93 | 4.48 | 6.82 |
| 66 | 5 Star Type ED | 101⅛ | | 22 | 6080 | 56 | 88 | Ad | 17 | 147 | 79⅛ | 72 | RT | | | 6.00/16 | 13.6/38 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.93 | 4.48 | 6.82 |
| 67 | 5 Star Type ND | 93¾ | | 25 | 5750 | 56 | 88 | Ad | 17 | 137 | 79⅛ | 72 | RT | | | 6.00/16 | 13.6/38 | 55.00 | 50.00 | NT | Op | 10 | 2 | 2.93 | 4.48 | 6.82 |
| 68 | 5 Star Industrial | 90⅝ | 16 | 17 | 6160 | 64 | 69½ | 16¼ | 14⅝ | 138 | 81½ | 70½ | RT | | | 8.25/20 | 15/26 | 55.00 | 50.00 | NT | Op | 5 | 1 | 3.00 | 4.59 | 6.99 |
| 69 | 5 Star Ind. D | 90⅝ | 16 | 17 | 6460 | 64 | 69½ | 16¼ | 14⅝ | 138 | 81½ | 70½ | RT | | | 8.25/20 | 15/26 | 55.00 | 50.00 | NT | Op | 5 | 1 | 3.00 | 4.59 | 6.99 |
| 70 | GB | 82½ | 14 | 14¾ | 6525 | 66 | 66 | 16⅜ | 25 | 137¼ | 83 | 72½ | RT | | | 7.50/18 | 15/34 | 68.50 | 61.45 | 547 | Op | 5 | 1 | 2.70 | 3.80 | 4.40 |
| 71 | GBD | 96⅛ | 16½ | 14¾ | 7400 | 66 | 66 | 16⅜ | 25 | 151⅜ | 83 | 72½ | RT | | | 7.50/18 | 15/34 | 65.25 | 58.15 | 568 | Op | 5 | 1 | 2.70 | 3.80 | 4.40 |
| 72 | UTI Industrial | 79½ | 16 | 17⅜ | 6010 | 66½ | 70½ | 15 | 16¼ | 127⅝ | 84½ | 74⅜ | RT | | | 8.25/20 | 15/26 | 50.38 | 45.43 | NT | Op | 5 | 1 | 2.40 | 3.50 | 4.00 |
| 73 | UTID Industrial | 79½ | 16 | 17⅜ | 6310 | 66½ | 70½ | 15 | 16¼ | 127⅝ | 84½ | 74⅜ | RT | | | 8.25/20 | 15/26 | 45.00 | 40.00 | NT | Op | 5 | 1 | 2.40 | 3.50 | 4.00 |
| 74 | UTIL Industrial | 88 | 17 | 17⅜ | 6310 | 66½ | 70½ | 15 | 16¼ | 136 | 84½ | 74⅜ | RT | | | 8.25/20 | 15/26 | 50.38 | 45.43 | NT | Op | 6 | ** | 2.40 | 3.50 | 4.00 |
| 75 | UTILD Industrial | 88 | 17 | 17⅜ | 6310 | 66½ | 70½ | 15 | 16¼ | 136 | 84½ | 74⅜ | RT | | | 8.25/20 | 15/26 | 45.00 | 40.00 | NT | Op | 6 | ** | 2.40 | 3.50 | 4.00 |
| 76 | Oliver Super 55 HC | 73½ | 10 | 14½ | 3050 | 48 | 76 | 20⅞ | Ad | 120½ | 66¾ | 53⅛ | RT | | | 5.50/16 | 10/28 | 35.88 | 30.75 | 524 | Op | 6 | 2 | 1.61 | 2.15 | 3.33 |
| 77 | Super 55 D | 73½ | 10 | 14½ | 3200 | 48 | 76 | 20½ | Ad | 120½ | 66¾ | 53⅛ | RT | | | 5.50/16 | 10/28 | 34.09 | 28.97 | 526 | Op | 6 | 2 | 1.61 | 2.15 | 3.33 |
| 78 | RC Super 66 HC | 86⅛ | 8¾ | 18⅛ | 2886 | 60 | 88 | 20½ | Ad | 134⅛ | 80¼ | 73¼ | RT | | | 5.50/15 | 9/38 | 35.54 | 29.60 | 541 | Op | 6 | 2 | 1.88 | 2.72 | 3.25 |
| 79 | RC Super 66 D | 86⅛ | 8¾ | 18⅛ | 3026 | 60 | 88 | 20½ | Ad | 134⅛ | 80¼ | 73¼ | RT | | | 5.50/15 | 9/38 | 35.43 | 29.09 | 544 | Op | 6 | 2 | 1.88 | 2.72 | 3.25 |
| 80 | RC Super 77 HC | 90⅛ | 9¼ | 18⅛ | 4226 | 60 | 92½ | 20⅝ | Ad | 139¼ | 80¼ | 75" | RT | | | 5.50/16 | 11/38 | 46.18 | 40.16 | 542 | Op | 6 | 2 | 2.46 | 3.24 | 4.29 |
| 81 | Ind. Super 77 HC | 81⅝ | 12½ | 13½ | | 52½ | 69½ | 20½ | Ad | 133⅞ | 78⅜ | 70" | RT | | | 7.00/20 | 12.00/24 | | | NT | Op | 6 | 2 | 1.97 | 2.59 | 3.43 |
| 82 | RC Super 77 D | 90⅛ | 9¼ | 18⅛ | 4346 | 60 | 92½ | 20⅝ | Ad | 139¼ | 80¼ | 75" | RT | | | 5.50/16 | 11/38 | 45.94 | 40.04 | 543 | Op | 6 | 2 | 2.46 | 3.24 | 4.29 |
| 83 | Ind. Super 77 D | 81⅝ | 12½ | 13½ | | 52½ | 69½ | 20½ | Ad | 133⅞ | 78⅜ | 70" | RT | | | 7.00/20 | 12.00/24 | | | NT | Op | 6 | 2 | 1.97 | 2.59 | 3.43 |

*For Key to References and Abbreviations See Pages 160 and 161*

*For Directory of Tractor Manufacturers listed above, see Table of Contents*

# . . . WHEEL TYPE—*continued*

| Travel Speeds at Normal Governed Engine R.P.M. with Standard Wheels | | | | ENGINE | | | | | | | FUEL | | | | | | | | | | BELT PULLEY | | | | CAPACITIES | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fourth | Fifth | Sixth | Reverse | Make and Model | Number of Cylinders—Bore and Stroke (In.) | Piston Disp. (Cu. In.) | R.P.M. at Governed Speed | Valve Arrangement | Number of Main Bearings | Diameter of Main Bearings | Standard | Optional | Ignition—Make | Carburetor or Injector Pump—Make | Air Cleaner—Make | Governor—Make | Oiling System—Make | Cooling System—Type | Clutch—Make and Type | Final Drive—Type | Diameter (In.) | Face (In.) | Normal R.P.M. | Steering Type | Cooling System (Gal.) | Fuel Tank (Gal.) | Crankcase (Qts.) | Transmission (Qts.) | Final Drive Case (Qts.) | Starting Method | Line Number |
| 5.32 | 7.96 | 14.57 | ■ | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | Novi | P | Pu | Roc SP | SB | 9 | 6 | 1358 | DA | 2 1/4 | 14 | 5 | 32 | | Ele | 1 |
| 5.32 | 7.96 | 14.57 | ■ | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | | P | Pu | Au DSP | SB | 9 | 6 | 1358 | DA | 2 1/4 | 14 | 5 | 32 | | Ele | 2 |
| 5.32 | 7.96 | 14.57 | ■ | SM 23C | 4-3 1/8x4 | 138 | 2000 | I | 3 | 2 5/8 | O | | | | AC | | P | Pu | Au | SB | 9 | 6 | 1358 | DA | | 11 | 6 | 32 | | Ele | 3 |
| 5.32 | 7.96 | 14.57 | ■ | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | Novi | P | Pu | Au DSP | SB | 9 | 6 1/2 | 1358 | Ad | 2 1/4 | 17 | 5 | 32 | | Ele | 4 |
| 5.32 | 7.96 | 14.57 | ■ | Cont ZB134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | LP | | DR | Zen | Don | Novi | P | Pu | Au DSP | SB | 9 | 6 1/2 | 1358 | Ad | 2 1/4 | 16 | 5 | 32 | | Ele | 5 |
| 5.32 | 7.96 | 14.57 | ■ | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | Novi | P | Pu | Roc DSP | SB | 9 | 6 1/2 | 1358 | SA | 2 1/4 | 17 | 5 | 32 | | Ele | 6 |
| 5.80 | 8.71 | 15.98 | ▲▲ | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | Novi | P | Pu | Au DSP | SB | 9 | 6 1/2 | 1358 | SA | 2 1/4 | 17 | 5 | 32 | | Ele | 7 |
| 5.80 | 8.71 | 15.98 | ▲▲ | Cont ZB134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | LP | | DR | Zen | Don | Novi | P | Pu | Au DSP | SB | 9 | 6 1/2 | 1358 | SA | 2 1/4 | 17 | 5 | 32 | | Ele | 8 |
| 5.01 | 7.51 | 13.77 | (gg) | Cont G176 | 4-3 1/2x4 1/8 | 176 | 2000 | I | 3 | 2 5/8 | G | | LP | DR | MS-Z | Don | Novi | P | Pu | Au DSP | SG | 9 | 6 | 1356 | FK | 2 1/2 | 17 | 6 | 32 | 5/8 | Ele | 9 |
| 5.18 | 7.78 | 14.26 | (hh) | Cont G176 | 4-3 1/2x4 1/8 | 176 | 2000 | I | 3 | 2 5/8 | G | | LP | DR | MS-Z | Don | Novi | P | Pu | Au DSP | SG | 9 | 6 | 1356 | FK | 2 1/2 | 17 | 6 | 32 | 5/8 | Ele | 10 |
| 5.18 | 7.78 | 14.26 | (hh) | Cont G176 | 4-3 1/2x4 1/8 | 176 | 2000 | I | 3 | 2 5/8 | G | | LP | DR | MS-Z | Don | Novi | P | Pu | Au DSP | SG | 9 | 6 | 1356 | SA | 2 1/2 | 17 | 6 | 32 | 5/8 | Ele | 11 |
| 5.18 | 7.78 | 14.26 | (hh) | Cont G176 | 4-3 1/2x4 1/8 | 176 | 2000 | I | 3 | 2 5/8 | G | | LP | DR | MS-Z | Don | Novi | P | Pu | Au DSP | SG | 9 | 6 | 1356 | FO | 2 1/2 | 17 | 6 | 32 | 5/8 | Ele | 12 |
| 4.71 | 7.07 | 12.96 | (a) | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | Novi | P | Pu | Roc SP | IG | 9 | 6 1/2 | 1358 | SA | 2 1/4 | 14 | 5 | 32 | | Ele | 13 |
| 4.71 | 7.07 | 12.96 | (a) | Cont Z134 | 4-3 1/8x3 7/8 | 134 | 2000 | I | 3 | 2 1/4 | G | | DR | M-C | Don | Novi | P | Pu | Roc SP | IG | 9 | 6 1/2 | 1358 | SA | 2 1/4 | 14 | 5 | 32 | | Ele | 14 |
| 2.35 | 3.06 | (ii) | (jj) | Own E208 | 4-3 1/2x4 7/8 | 208 | 1500 | I | 3 | 2 5/8 | G | | AL | Mar | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 876 | WG | 5 3/4 | 14 | 8 | 52 | | Ele | 15 |
| 2.40 | 3.12 | (kk) | (ll) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | G | | AL | Zen | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 876 | WG | 5 1/2 | 14 | 7 | 52 | | Ele | 16 |
| 2.44 | 3.12 | (mm) | (nn) | Own E208 | 4-3 1/2x4 7/8 | 208 | 1500 | I | 3 | 2 5/8 | G | LP | AL | Mar | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 4 8/8 | 23 | 7 | 52 | | Ele | 17 |
| 2.95 | 3.79 | (oo) | (pp) | Own E208 | 4-3 1/2x4 7/8 | 208 | 1500 | I | 3 | 2 5/8 | G | LP | AL | Mar | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 4 8/8 | 23 | 7 | 52 | | Ele | 18 |
| 2.95 | 3.79 | (oo) | (pp) | Own E208 | 4-3 1/2x4 7/8 | 208 | 1500 | I | 3 | 2 5/8 | G | LP | AL | Mar | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 4 8/8 | 23 | 7 | 52 | | Ele | 19 |
| 2.71 | 3.48 | (qq) | (rr) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | G | | AL | Zen | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 1/2 | 23 | 7 | 52 | | Ele | 20 |
| 2.71 | 3.48 | (qq) | (rr) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | LP | | AL | Ens | Don | Own | P | Pu | BB SP | | 13 1/2 | 6 1/2 | 875 | WG | 5 3/4 | 27 1/4 | 7 | 52 | | Ele | 21 |
| 2.71 | 3.48 | (qq) | (rr) | Own HD277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | O | | DR | Bos | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 3/4 | 19 | 8 | 52 | | Ele | 22 |
| 3.05 | 3.91 | (ss) | (tt) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | G | | AL | Zen | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 1/2 | 23 | 7 | 52 | | Ele | 23 |
| 3.05 | 3.91 | (ss) | (tt) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | LP | | AL | Ens | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 3/4 | 27 1/4 | 7 | 52 | | Ele | 24 |
| 3.05 | 3.91 | (ss) | (tt) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | O | | DR | Bos | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 3/4 | 19 | 8 | 52 | | Ele | 25 |
| 2.95 | 3.79 | (oo) | (uu) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | G | | AL | Zen | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 1/2 | 23 | 7 | 52 | | Ele | 26 |
| 2.95 | 3.79 | (oo) | (pp) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | LP | | AL | Ens | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 3/4 | 27 1/4 | 7 | 52 | | Ele | 27 |
| 2.95 | 3.79 | (oo) | (pp) | Own H277 | 4-4x5 1/2 | 277 | 1500 | I | 3 | 2 7/8 | O | | DR | Bos | Don | Own | P | Pu | BB SP | SG | 13 1/2 | 6 1/2 | 875 | WG | 5 3/4 | 19 | 8 | 52 | | Ele | 28 |
| 12.07 | . . . . | . . . . | 2.56 | Cont J382 | 4-4 1/2x6 | 382 | 1500 | I | 3 | 3 1/4 | G | LP,O | AL | Zen | Don | . . . . | P | Pu | BB SP | SG | 16 | 8 1/2 | 771 | FK | 7 | 27 1/2 | 9 | 68 | . . . . | Ele | 29 |
| 12.07 | . . . . | . . . . | 2.54 | Cont J382 | 4-4 1/2x6 | 382 | 1500 | I | 3 | 3 1/4 | G | LP,O | AL | Zen | Don | . . . . | P | Pu | B-R SP | SG | 16 | 8 1/2 | 771 | FK | 7 | 27 1/2 | 9 | 68 | . . . . | Ele | 30 |
| 12.07 | . . . . | . . . . | 2.54 | Cont J382 | 4-4 1/2x6 | 382 | 1500 | I | 3 | 3 1/4 | G | D,O,LP | AL | Zen | Don | . . . . | P | Pu | Roc SP | SG | 16 | 8 1/2 | 771 | FK | 7 | 27 1/2 | 9 | 68 | . . . . | Ele | 31 |
| . . . . | . . . . | . . . . | 2.70 | Own C60 | 4-2 5/8x2 3/4 | 60 | 1800 | L | 3 | 1 11/16 | G | N | Own | Own | Don | Own | . . . . | TS | R-A SP | SG | 7 1/2 | 4 3/4 | 1487 | WG | 2 1/2 | 7 1/2 | 3 | 2 | †††7/8 | . . . . | 32 |
| 10.00 | . . . . | . . . . | 2.90 | Own C123 | 4-3 1/8x4 | 123 | 1400 | I | 3 | 2 1/4 | G | D,K | Own | CMZ | Don | Own | . . . . | Pu | R-A SP | SG | 8 1/2 | 6 | 1157 | WG | 3 3/4 | 11 | 5 | 5 | ††1 1/2 | Ele | 33 |
| 13.20 | . . . . | . . . . | 3.80 | Own C123 | 4-3 1/8x4 | 123 | 1400 | I | 3 | 2 1/4 | G | D,K | Own | CMZ | Don | Own | . . . . | Pu | R-A SP | SG | 8 1/2 | 6 | 1157 | WG | 3 3/4 | 11 | 5 | 5 | ††1 1/2 | Ele | 34 |
| 11.70 | . . . . | . . . . | 3.40 | Own C123 | 4-3 1/8x4 | 123 | 1800 | I | 3 | 2 1/4 | G | D,K | Own | CMZ | Don | Own | . . . . | Pu | R-A SP | SG | 8 | 6 | 1487 | WG | 3 3/4 | 11 | 5 | 20 | ** | Ele | 35 |
| 6.60 | 16.10 | . . . . | 3.10 | Own C175 | 4-3 5/8x4 1/8 | 175 | 1750 | I | 3 | 2 2/16 | G | D,K,LP | Own | Own | Don | Own | . . . . | Pu | O-R SP | SG | 9 3/4 | 7 1/2 | 1081 | WG | 5 | 17 | 6 | 28 | ** | Ele | 36 |
| 6.30 | 15.50 | . . . . | 3.00 | Own C175 | 4-3 5/8x4 1/8 | 175 | 1750 | I | 3 | 2 2/16 | G | D,K,LP | Own | Own | Don | Own | . . . . | Pu | O-R SP | SG | 9 3/4 | 7 1/2 | 1081 | WG | 5 | 17 | 6 | 28 | ††3 | Ele | 37 |
| 6.70 | 16.70 | . . . . | 3.30 | Own C264 | 4-4 1/8x5 1/8 | 281 | 1450 | I | 3 | 2 1/16 | G | D,K,LP | Own | Own | Don | Own | . . . . | Pu | O-R SP | SG | 11 | 7 1/2 | 899 | WG | 7 | 21 1/2 | 8 | 58 | ** | Ele | 38 |
| 6.70 | 16.70 | . . . . | 3.30 | Own D264 | 4-4 1/8x5 1/8 | 281 | 1450 | I | 5 | 3 1/16 | O | N | Own | Own | Don | Own | . . . . | Pu | O-R SP | SG | 11 | 7 1/2 | 899 | WG | 7 1/2 | 18 1/2 | 9 | 58 | ** | Ele | 39 |
| 7.10 | 17.70 | . . . . | 3.50 | Own C264 | 4-4 1/8x5 1/8 | 281 | 1450 | I | 5 | 2 1/16 | G | D,K,LP | Own | Own | Don | Own | . . . . | Pu | O-R SP | CH | 11 | 7 1/2 | 899 | WG | 7 | 21 1/2 | 8 | 58 | ** | Ele | 40 |
| 7.10 | 17.70 | . . . . | 3.50 | Own D264 | 4-4 1/8x5 1/8 | 281 | 1450 | I | 5 | 3 1/16 | O | N | Own | Own | Don | Own | . . . . | Pu | O-R SP | CH | 11 | 7 1/2 | 899 | WG | 7 1/2 | 18 1/2 | 9 | 58 | ††3 | Ele | 41 |
| 6.60 | 16.10 | . . . . | 2.10 | Cont GD193 | 4-3 3/4x4 3/8 | 193 | 1750 | I | 3 | 2 2/16 | O | . . . . | . . . . | . . . . | Roc | Don | Roc | P | Pu | Own SP | SG | 9 11/16 | 7 1/2 | 1081 | SA | 4 1/2 | 17 | 5 | 28 | . . . . | Ele | 42 |
| 6.30 | 15.50 | . . . . | 2.00 | Cont GD193 | 4-3 3/4x4 3/8 | 193 | 1750 | I | 3 | 2 2/16 | O | . . . . | . . . . | . . . . | Roc | Don | Roc | P | Pu | Own SP | CH | 9 11/16 | 7 1/2 | 1081 | . . . . | 4 1/2 | 17 | 5 | 28 | 6 | Ele | 43 |
| . . . . | . . . . | . . . . | 2.00 | Own V206B | 4-3 5/16x5 | 206 | 1550 | I | 2 | . . . . | G | . . . . | DR | Mar | Don | Own | P | Pu | Own | SG | . . . . | . . . . | . . . . | FO | 4 3/4 | 14 | 6 | 10 | ** | Ele | 44 |
| 9.85 | 15.09 | . . . . | 4.17 | Own 165A | 4-3 5/16x4 | 165 | 1600 | I | 3 | (c) | G | LP | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1420 | Ad | 2 3/4 | 14 | 6 | 24 | ** | Ele | 45 |
| 13.23 | 20.26 | . . . . | 5.60 | Own 165A | 4-3 5/16x4 | 165 | 1600 | I | 3 | (c) | G | LP | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1420 | SA | 2 3/4 | 14 | 6 | 24 | ** | Ele | 46 |
| 13.23 | 20.26 | . . . . | 5.60 | Own 165A | 4-3 5/16x4 | 165 | 1600 | I | 3 | (c) | G | LP | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1420 | Ad | 2 3/4 | 14 | 6 | 24 | ** | Ele | 47 |
| 13.23 | 20.26 | . . . . | 5.60 | Own 165A | 4-3 5/16x4 | 165 | 1600 | I | 3 | (c) | G | LP | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1420 | FO | 2 3/4 | 14 | 6 | 24 | ** | Ele | 48 |
| 12.59 | 19.30 | . . . . | 5.34 | Own 165A | 4-3 5/16x4 | 165 | 1900 | I | 3 | (c) | G | . . . . | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1800 | FK | 2 3/4 | 14 | 6 | 24 | ** | Ele | 49 |
| 9.71 | 14.88 | . . . . | 4.11 | Own 206H | 4-3 5/16x5 | 206 | 1550 | I | 3 | (c) | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1470 | Ad | 3 5/8 | 14 | 6 | 32 | ** | Ele | 50 |
| 9.59 | 14.70 | . . . . | 4.06 | Own D206 | 4-3 5/16x5 | 206 | 1750 | I | 3 | (c) | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1660 | Ad | 3 5/8 | 14 | 6 | 32 | ** | Ele | 51 |
| 10.05 | 15.40 | . . . . | 4.26 | Own 206H | 4-3 5/16x5 | 206 | 1550 | I | 3 | (c) | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1470 | SA | 3 5/8 | 17 | 6 | 32 | ** | Ele | 52 |
| 10.05 | 15.40 | . . . . | 4.26 | Own 206H | 4-3 5/16x5 | 206 | 1550 | I | 3 | (c) | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1470 | Ad | 3 5/8 | 17 | 6 | 32 | ** | Ele | 53 |
| 10.05 | 15.40 | . . . . | 4.26 | Own 206H | 4-3 5/16x5 | 206 | 1550 | I | 3 | (c) | G | LP TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1470 | FO | 3 5/8 | 17 | 6 | 32 | ** | Ele | 54 |
| 11.35 | 17.39 | . . . . | 4.81 | Own D206 | 4-3 5/16x5 | 206 | 1750 | I | 3 | (c) | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1660 | SA | 3 5/8 | 17 | 6 | 32 | ** | Ele | 55 |
| 11.35 | 17.39 | . . . . | 4.81 | Own D206 | 4-3 5/16x5 | 206 | 1750 | I | 3 | (c) | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1660 | Ad | 3 5/8 | 17 | 6 | 32 | ** | Ele | 56 |
| 11.35 | 17.39 | . . . . | 4.81 | Own D206 | 4-3 5/16x5 | 206 | 1750 | I | 3 | (c) | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1660 | FO | 3 5/8 | 17 | 6 | 32 | ** | Ele | 57 |
| 9.71 | 14.88 | . . . . | 4.11 | Own 206H | 4-3 5/16x5 | 206 | 1550 | I | 3 | (c) | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1470 | FK | 3 5/8 | 14 | 6 | 32 | ** | Ele | 58 |
| 9.59 | 14.70 | . . . . | 4.06 | Own D206 | 4-3 5/16x5 | 206 | 1750 | I | 3 | (c) | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 8 5/8 | 6 1/2 | 1660 | FK | 3 5/8 | 14 | 6 | 32 | ** | Ele | 59 |
| 10.25 | 15.71 | (vv) | 4.34 | Own 283E | 4-4 1/4x5 | 283 | 1400 | I | 3 | 2 2/16 | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 12 | 7 | 1018 | FK | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 60 |
| 10.25 | 15.71 | (vv) | 4.34 | Own D336 | 4-4 5/8x5 | 336 | 1400 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 12 | 7 | 1018 | FK | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 61 |
| 10.58 | 16.21 | (vv) | 4.48 | Own 283E | 4-4 1/4x5 | 283 | 1400 | I | 3 | 2 2/16 | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 12 | 7 | 1018 | SA | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 62 |
| 10.58 | 16.21 | (vv) | 4.48 | Own 283E | 4-4 1/4x5 | 283 | 1400 | I | 3 | 2 2/16 | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 12 | 7 | 1018 | Ad | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 63 |
| 10.58 | 16.21 | (vv) | 4.48 | Own 283E | 4-4 1/4x5 | 283 | 1400 | I | 3 | 2 2/16 | G | LP,TF | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 12 | 7 | 1018 | FO | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 64 |
| 10.58 | 16.21 | (vv) | 4.48 | Own D336 | 4-4 5/8x5 | 336 | 1400 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 12 | 7 | 1018 | SA | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 65 |
| 10.58 | 16.21 | (vv) | 4.48 | Own D336 | 4-4 5/8x5 | 336 | 1400 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 12 | 7 | 1018 | Ad | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 66 |
| 10.58 | 16.21 | (vv) | 4.48 | Own D336 | 4-4 5/8x5 | 336 | 1400 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 12 | 7 | 1018 | FO | 5 1/2 | 22 1/2 | 9 | 56 | ** | Ele | 67 |
| 10.85 | 16.62 | . . . . | 4.59 | Own 283E | 4-4 1/4x5 | 283 | 1400 | . . . . | . . . . | . . . . | G | LP | DR | Mar | Don | Novi | P | Pu | Roc SP | SG | 12 | 7 | 1018 | FK | 5 1/2 | 22 1/2 | 9 | 44 | ** | Ele | 68 |
| 10.85 | 16.62 | . . . . | 4.59 | Own D336 | 4-4 5/8x5 | 336 | 1400 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 12 | 7 | 1018 | FK | 5 1/2 | 22 1/2 | 9 | 44 | ** | Ele | 69 |
| 6.30 | 14.70 | . . . . | 2.10 | Own 403C | 4-4 5/8x6 | 403 | 1300 | I | 3 | 2 2/16 | G | LP,TF | DR | Mar | Don | Own | P | Pu | TD DP | SG | 16 | 7 | 741 | FK | 12 | 29 | 9 | 52 | ** | Ele | 70 |
| 6.30 | 14.70 | . . . . | 2.10 | Own D425 | 6-4 1/4x5 | 425 | 1300 | I | 4 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | TD DP | SG | 16 | 7 | 741 | FK | 12 1/2 | 29 | 14 | 52 | ** | Ele | 71 |
| 5.80 | 13.50 | . . . . | 1.90 | Own 283B | 4-4 1/4x5 | 283 | 1300 | I | 3 | 2 2/16 | G | . . . . | DR | Mar | Uni | Own | P | Pu | Roc SP | SG | 16 | 7 | 741 | FK | 6 | 21 | 9 | 52 | ** | Ele | 72 |
| 5.80 | 13.50 | . . . . | 1.90 | Own D283 | 4-4 1/4x5 | 283 | 1300 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 16 | 7 | 741 | FK | 6 | 21 | 15 | 52 | ** | Ele | 73 |
| 5.80 | 13.50 | 1.80 | 1.90 | Own 283B | 4-4 1/4x5 | 283 | 1300 | I | 3 | 2 2/16 | G | . . . . | DR | Mar | Uni | Own | P | Pu | Roc SP | SG | 16 | 7 | 741 | FK | 6 | 21 | 9 | 54 | ** | Ele | 74 |
| 5.80 | 13.50 | 1.80 | 1.90 | Own D283 | 4-4 1/4x5 | 283 | 1300 | I | 3 | 2 2/16 | O | . . . . | . . . . | Bos | Don | Bos | P | Pu | Roc SP | SG | 16 | 7 | 741 | FK | 6 | 21 | 15 | 54 | ** | Ele | 75 |
| 4.44 | 6.09 | 12.56 | (f) | Own 55HC | 4-3 1/16x3 3/4 | 144 | 1750 | I | 3 | 2 1/4 | G | . . . . | DR | Mar | Don | Own | PS | Pu | Au SP | SG | 9 | 6 1/2 | 1319 | FK | 3 1/2 | 13 | 4 | 20 | ** | Ele | 76 |
| 4.44 | 6.09 | 12.56 | (f) | Own 55D | 4-3 1/16x3 3/4 | 144 | 1750 | I | 3 | 2 1/4 | O | . . . . | . . . . | Bos | Don | Bos | PS | Pu | Au SP | SG | 9 | 6 1/2 | 1319 | FK | 3 1/2 | 13 | 4 | 20 | ** | Ele | 77 |
| 4.69 | 5.54 | 9.54 | (h) | Own 66HC | 4-3 1/16x3 3/4 | 144 | 1600 | I | 3 | 2 1/4 | G | . . . . | DR | Mar | Don | Own | PS | Pu | BB SP | SG | 9 1/2 | 7 1/4 | 1232 | SA | 3 1/2 | 12 3/4 | 4 | 18 | ** | Ele | 78 |
| 4.69 | 5.54 | 9.54 | (h) | Own 66D | 4-3 1/16x3 3/4 | 144 | 1600 | I | 3 | 2 1/4 | O | . . . . | . . . . | Bos | Don | Bos | PS | Pu | BB SP | SG | 9 1/2 | 7 1/4 | 1232 | SA | 3 1/2 | 12 3/4 | 4 | 18 | ** | Ele | 79 |
| 5.85 | 6.62 | 11.53 | (i) | Own 77HC | 6-3 1/16x3 3/4 | 216 | 1600 | I | 4 | 2 1/4 | G | . . . . | DR | MS-Z | Don | Own | PS | Pu | BB SP | SG | 11 5/8 | 7 1/4 | 992 | SA | 4 1/2 | 16 3/4 | 5 | 18 | ** | Ele | 80 |
| 4.51 | 9.06 | 15.78 | (ww) | Own 77HC | 6-3 1/16x3 3/4 | 216 | 1600 | I | 4 | 2 1/4 | G | . . . . | DR | MS-Z | Don | Own | PS | Pu | BB SP | SG | 11 5/8 | 7 1/4 | 992 | FK | 4 1/2 | 16 3/4 | 5 | 18 | ** | Ele | 81 |
| 5.85 | 6.62 | 11.53 | (i) | Own 77D | 6-3 1/16x3 3/4 | 216 | 1600 | I | 4 | 2 1/4 | O | . . . . | . . . . | Bos | Don | Bos | PS | Pu | BB SP | SG | 11 5/8 | 7 1/4 | 992 | SA | 4 1/2 | 17 | 5 | 18 | ** | Ele | 82 |
| 4.51 | 9.06 | 15.78 | (ww) | Own 77D | 6-3 1/16x3 3/4 | 216 | 1600 | I | 4 | 2 1/4 | O | . . . . | . . . . | Bos | Don | Bos | PS | Pu | BB SP | SG | 11 5/8 | 7 1/4 | 992 | FK | 4 1/2 | 17 | 5 | 18 | ** | Ele | 83 |

*For Key to References and Abbreviations See Pages 160 and 161*

*For Directory of Tractor Manufacturers listed above, see Table of Contents*

# 1958 MODELS OF TRACTORS . . .

| Line Number | TRACTOR MAKE AND MODEL | GENERAL: Wheelbase (In.) | Minimum Turning Radius Outside (Ft.) | Ground Clearance (In.) | Shipping Weight with Rubber Tires (Lb.) | TREAD (In.): Minimum | TREAD (In.): Maximum | DRAWBAR: Lateral Adjustment (In.) | DRAWBAR: Height Above Ground (In.) | OVERALL DIMENSIONS: Length (In.) | OVERALL DIMENSIONS: Width (In.) | OVERALL DIMENSIONS: Height—To Highest Point (In.) | WHEELS: Standard Equipment | WHEELS: STEEL Diam. and Face: Front (In.) | WHEELS: STEEL Diam. and Face: Rear (In.) | WHEELS: TIRE SIZE: Front (In.) | WHEELS: TIRE SIZE: Rear (In.) | HP. RATING: Belt | HP. RATING: Drawbar | Nebraska Test Number | Power Take-off | Number of Forward Speeds | Number of Reverse Speeds | Travel Speeds at Normal Governed Engine R.P.M. (M.P.H.) with Standard Wheels: First | Second | Third |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Oliver—Cont'd | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | RC Super 88 HC | 93 1/2 | 9 3/4 | 18 1/2 | 5000 | 60 | 92 1/2 | 20 3/8 | Ad | 143 1/8 | 80 1/4 | 75• | RT | | | 6.00-16 | 12/38 | 58.08 | 49.81 | 525 | Op | 6 | 2 | 2.50 | 3.24 | 4.31 |
| 2 | Ind. Super 88 HC | 82 1/2 | 12 1/2 | 12 1/2 | | 54 | 68 | 20 1/2 | Ad | 135 1/2 | 81 1/2 | 70 3/4• | RT | | | 7.00/20 | 13.00/24 | | | NT | Op | 6 | 2 | 2.01 | 2.63 | 3.46 |
| 3 | RC Super 88 D | 93 1/2 | 9 3/4 | 18 1/2 | 5100 | 60 | 92 1/2 | 20 3/8 | Ad | 143 1/8 | 80 1/4 | 75• | RT | | | 6.00-16 | 12/38 | 55.63 | 49.58 | 527 | Op | 6 | 2 | 2.50 | 3.24 | 4.31 |
| 4 | Ind. Super 88 D | 82 1/2 | 12 1/2 | 11 7/8 | | 54 | 68 | 20 1/2 | Ad | 135 1/2 | 81 1/2 | 70 3/4• | RT | | | 7.00/20 | 13.00/24 | | | NT | Op | 6 | 2 | 2.01 | 2.63 | 3.46 |
| 5 | 550 HC | 73 1/2 | 10 | 14 1/2 | 3000 | 48 | 76 | 20 1/8 | Ad | 120 1/2 | 87 | 53 3/4 | RT | | | 5.50-16 | 10/28 | 35.88 | 30.75 | | Op | 6 | 2 | 1.61 | 2.15 | 3.33 |
| 6 | 550 DSL | 73 1/2 | 10 | 14 1/2 | 3100 | 48 | 76 | 20 1/8 | Ad | 120 1/2 | 87 | 53 3/4 | RT | | | 5.50-16 | 10/28 | 35.88 | 30.75 | | Op | 6 | 2 | 1.61 | 2.15 | 3.33 |
| 7 | RC 770 HC | 92 1/2 | 9 3/4 | 18 1/8 | 4428 | 60 | 92 1/2 | 20 5/8 | Ad | 141 1/2 | 80 1/4 | 75 | RT | | | 5.50-16 | 12.4/38 | | | NT | | 6 | 2 | 2.11 | 2.96 | 3.68 |
| 8 | RC 770 DSL | 92 1/2 | 9 3/4 | 18 1/8 | 4620 | 60 | 92 1/2 | 20 5/8 | Ad | 141 1/2 | 80 1/4 | 75 | RT | | | 5.50-16 | 12.4/38 | | | NT | | 6 | 2 | 2.11 | 2.96 | 3.68 |
| 9 | RC 880 HC | 94 1/8 | 12 1/2 | 18 1/2 | 5100 | 60 | 92 1/2 | 20 5/8 | Ad | 143 1/2 | 80 1/4 | 76 | RT | | | 6.00-16 | 13.6/38 | | | | | 6 | 2 | 2.07 | 2.94 | 3.57 |
| 10 | RC 880 DSL | 94 1/8 | 12 1/2 | 18 1/2 | 5200 | 60 | 92 1/2 | 20 5/8 | Ad | 143 1/2 | 80 1/4 | 76 | RT | | | 6.00-16 | 13.6/38 | | | | | 6 | 2 | 2.07 | 2.94 | 3.57 |
| 11 | 950 HC | 80 | 10 1/2 | 12 | 6800 | 62 | 62 | 20 | Ad | 136 1/2 | 76 | 80 | RT | | | 7.50-18 | 14/34 | | | NT | Op | 6 | 2 | 2.34 | 3.07 | 4.14 |
| 12 | 950 D | 80 | 10 1/2 | 12 | 6800 | 62 | 62 | 20 | Ad | 136 1/2 | 76 | 90 | RT | | | 7.50-18 | 14/34 | 65.01 | 60.90 | NT | Op | 6 | 2 | 2.34 | 3.07 | 4.14 |
| 13 | 990 D | 80 | 10 1/2 | 12 | 7600 | 62 | 62 | 37 1/2 | Ad | 136 1/2 | 85 1/2 | 71 1/8 | RT | | | 7.50-18 | 15/34 | 83.46 | 77.44 | NT | Op | 6 | 2 | 2.57 | 3.37 | 4.55 |
| 14 | Super 44 | 73 5/8 | 6 1/2 | 21 1/2 | 2100 | 40 | 68 | 12 5/8 | 15 | 116 3/4 | 78 | 69 1/8 | RT | N | N | 4.00-15 | 9/24 | 25.00 | 21.00 | NT | Op | 4 | 1 | 2.09 | 3.19 | 4.52 |
| 15 | Sheppard SD-2 | 85 | 7 1/2 | 25 | 4608 | 56 | 84 | 23 | | 125 | Ad | 70 1/4 | RT | | | 6.00-16 | 11/38 | | | NT | Op | 8 | 2 | 1.85 | 2.67 | 3.14 |
| 16 | SD-3 | 92 | 8 | 25 | 4708 | 56 | 84 | 23 | | 131 | Ad | 70 1/4 | RT | | | 6.00-16 | 12/38 | | | NT | Op | 8 | 2 | 1.85 | 2.67 | 3.14 |
| 17 | SD-4 | 91 1/2 | 8 3/4 | 26 | 6000 | 56 | 84 | 22 1/2 | 18 1/4 | 138 1/4 | Ad | 83 1/2 | RT | | | 6.00-16 | 13/38 | | | NT | Op | 10 | 2 | 1.89 | 2.60 | 2.81 |
| 18 | Tiger PTD 5 | 46 | 8 | 13 | 518 | 26 | 40 | N | 13 | 64 | 26 | 35 | RT | 8 | 12 | 4.00-8 | 5.00/12 | 5.10 | 4.50 | | St | 1 | 1 | 8.00 | | |
| 19 | 883 | 46 | 9 | 15 | 590 | 26 | 40 | N | 15 | 66 | 26 | 37 | RT | 8 | 16 | 4.00-8 | 6.00/16 | 5.10 | 6.80 | | St | 1 | 1 | 8.00 | | |
| 20 | C-100 | 45 | 6 | 19 | 900 | 28 | 41 | 8 | 15 | 75 | 57 | 48 | RT | 12 | 18 | 3.50-12 | 8/18 | 8.90 | 10.00 | | | 3 | 1 | 2.00 | 6.00 | 10.0 |

**ABBREVIATIONS**

▲—With hub extension; 80" without.
▶—Clearance at front axle.
††—Capacity final drive, each case.
▼—Minimum.
●—Rated using gasoline.
**—Included in transmission.
●●—With reversing transmission and 6 reverse speeds, from a low reverse of 1.90 and 5 other reverse speeds from 2.30 to 13.00 mph.
●—To top of steering wheel.
▽—6.27 in 6th, 7.33 in 7th, road speed in 8th.
▽▽—5.20 in 6th, 6.10 in 7th, 10.50 in 8th, 1.98 in low reverse, 2.28 in high reverse.
‡‡—74½ in. to 98 in.
**—5.24 in 6th, 6.15 in 7th, road speed in 8th, 1.98 in low reverse, 3.28 in high reverse.
▲—Includes filter.
▲▲—Low reverse, 1.93; high reverse, 7.75.
■■—1.77 in low reverse; 7.09 in high reverse.
♦—Engine clutch only; transmission clutch, multiple disc operating wet.
§—Five speed optional.
§§—Double plate with continuous running power take-off.
(a)—Low, 1.57; high, 6.29.
(b)—Roller bearing.
(c)—Front and center, 2¾; rear, 3.
(d)—Low reverse, 2.31; high reverse 3.91.
(e)—Reverse 2.12 and 2nd speed 5.00.
(f)—1.68 and 3.48.
(g)—13¾ minimum; 24½ maximum.
(h)—2.15 and 3.70.
(i)—2.59 and 4.52.
(j)—2.14 and 3.72.
(k)—2.56 and 4.40.
(l)—4.29 in 6th, 4.90 in 7th, 6.40 in 8th, 9.91 in 9th, 16.00 in 10th, 1.62 in low reverse and 2.15 in high reverse.
(m)—2.06 and 3.54.
(n)—2.81 and 4.99.
(q)—16, 22, 25½, 32½.
(r)—12⅞ and 15⅛.
(s)—14½ and 17⅞.
(t)—14½ and 16½.
(v)—Low reverse, 3.26; high reverse, 6.22.
(aa)—6th, 4.75; 7th, 8.50; 8th, 12.00.
(bb)—Low, 2.60; high, 3.75.
(cc)—6th, 5.50; 7th, 8.50; 8th, 12.00.
(dd)—Low, 2.40; high, 3.50.
(ee)—6th, 6.90; 7th, 9.40; 8th, 13.70.
(ff)—Low, 1.70; high, 6.20.
(gg)—Low, 1.71; high, 6.82.
(hh)—Low, 1.77; high, 7.06.
(ii)—6th, 3.06; 7th, 4.05; 8th, 5.29; 9th, 6.54; 10th, 11.30.
(jj)—Low, 1.54; high, 2.66.
(kk)—6th, 3.12; 7th, 4.14; 8th, 5.40; 9th, 6.67; 10th, 11.55.
(ll)—Low, 1.57; high, 2.72.
(mm)—6th, 3.17; 7th, 4.15; 8th, 5.40; 9th, 6.77; 10th, 11.50.
(nn)—Low, 1.60; high, 2.72.
(oo)—6th, 3.84; 7th, 5.03; 8th, 6.55; 9th, 8.21; 10th, 14.00.
(pp)—Low, 1.93; high, 3.30.
(qq)—6th, 3.53; 7th, 4.61; 8th, 6.02; 9th, 7.55; 10th, 12.85.
(rr)—Low, 1.78; high, 3.03.
(ss)—6th, 3.96; 7th 5.19; 8th, 6.75; 9th, 8.46; 10th, 14.40.
(tt)—Low, 1.99; high, 340.
(uu)—Low, 1.43; high, 3.30.
(vv)—Low range speeds are reduced by 1.905 to 1 reduction factor.
(ww)—2.07 and 3.61.
(xx)—2.44 and 4.21.
(yy)—2.32 and 4.00.

*For Directory of Tractor Manufacturers listed above, see Table of Contents*

## U. S. Passenger Car Engine Trends

### Weighted Average of Car Weights and Engine Hp.

Based on Number of Units Sold

| | No. of Units Sold* | Gross Shipping Wgt. of Cars Sold (lb.)† | Gross Max. Hp. of Cars Sold‡ | Average Weight (lb.) | Average Hp. |
|---|---|---|---|---|---|
| 1930 | 2,625,979 | 7,320,000,000 | 142,800,000 | 2,780 | 54 |
| 1931 | 1,908,141 | 5,380,000,000 | 109,200,000 | 2,820 | 57 |
| 1932 | 1,096,399 | 3,200,000,000 | 75,400,000 | 2,920 | 69 |
| 1933 | 1,493,794 | 4,220,000,000 | 106,000,000 | 2,820 | 71 |
| 1934 | 1,888,557 | 5,560,000,000 | 156,000,000 | 2,940 | 83 |
| 1935 | 2,743,908 | 8,120,000,000 | 234,000,000 | 2,960 | 85 |
| 1936 | 3,404,497 | 10,190,000,000 | 291,000,000 | 3,000 | 86 |
| 1937 | 3,483,752 | 10,479,000,000 | 303,900,000 | 3,005 | 87 |
| 1938 | 1,991,021 | 5,743,000,000 | 169,200,000 | 3,035 | 89 |
| 1939 | 2,853,377 | 7,950,000,000 | 239,200,000 | 2,996 | 90 |
| 1940 | 3,415,905 | 10,511,000,000 | 312,100,000 | 3,077 | 91 |
| 1941 | 3,731,166 | 11,793,000,000 | 358,800,000 | 3,161 | 96 |
| 1946 | 1,815,196 | 599,600,000 | 181,200,000 | 3,303 | 100 |
| 1947 | 3,167,231 | 10,528,700,000 | 317,400,000 | 3,324 | 100 |
| 1948 | 3,490,952 | 11,952,200,000 | 352,600,000 | 3,309 | 100 |
| 1949 | 4,838,342 | 15,901,000,000 | 500,100,000 | 3,286 | 104 |
| 1950 | 6,326,436 | 20,624,200,000 | 660,400,000 | 3,260 | 104 |
| 1951 | 5,060,903 | 16,481,586,000 | 541,970,081 | 3,259 | 107 |
| 1952 | 4,158,394 | 13,926,614,000 | 467,487,489 | 3,348 | 112 |
| 1953 | 5,738,999 | 19,208,005,555 | 660,604,332 | 3,438 | 131 |
| 1954 | 5,535,464 | 18,706,481,077 | 749,762,007 | 3,380 | 135 |
| 1956 | 7,169,908 | 24,406,896,004 | 1,202,887,133 | 3,404 | 168 |
| 1966 | 5,955,248 | 20,383,147,845 | 1,105,273,294 | 3,423 | 186 |
| 1967 | 5,982,342 | 21,139,498,954 | 1,226,478,489 | 3,534 | 205 |

† Shipping weight of 5 passenger, 4 door sedan taken as typical and used in conjunction with new registrations of each model.
‡ Maximum horsepower taken from previous Statistical Issues and used in conjunction with new registrations of each model.
* R. L. Polk & Co. registrations of new passenger cars.

# . . . WHEEL TYPE—*concluded*

| Travel Speeds at Normal Governed Engine R.P.M. with Standard Wheels | | | | ENGINE | | | | | | | FUEL | | | | | | | | | | | BELT PULLEY | | | | CAPACITIES | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fourth | Fifth | Sixth | Reverse | Make and Model | Number of Cylinders—Bore and Stroke (In.) | Piston Disp. (Cu. In.) | R.P.M. at Governed Speed | Valve Arrangement | Number of Main Bearings | Diameter of Main Bearings | Standard | Optional | Ignition—Make | Carburetor or Injector Pump—Make | Air Cleaner—Make | Governor—Make | Oiling System—Make | Cooling System—Type | Clutch—Make and Type | Final Drive—Type | Diameter (In.) | Face (In.) | Normal R.P.M. | Steering Type | Cooling System (Gal.) | Fuel Tank (Gal.) | Crankcase (Qts.) | Transmission (Qts.) | Final Drive Case (Qts.) | Starting Method | Line Number |
| 5.58 | 6.87 | 11.80 | (k) | Own 88HC | 6-3⅛x4 | 265 | 1600 | I | 4 | 2⅝ | G | | DR | MS-Z | Don | Own | PS | Pu | BB SP | SG | 11⅞ | 7¼ | 992 | SA | 4½ | 20½ | 6 | 18 | ** | Ele | 1 |
| 4.48 | 9.34 | 16.05 | (m) | Own 88HC | 6-3⅛x4 | 265 | 1600 | I | 4 | 2⅝ | G | | DR | MS-Z | Don | Own | PS | Pu | BB SP | SG | 11⅞ | 7¼ | 992 | FK | 4½ | 20½ | 6 | 18 | ** | Ele | 2 |
| 5.58 | 6.87 | 11.80 | (k) | Own 88D | 6-3⅛x4 | 265 | 1600 | I | 4 | 2⅝ | O | | | Bos | Don | Bos | PS | Pu | BB SP | SG | 11⅞ | 7¼ | 992 | SA | 4½ | 18¼ | 6 | 18 | ** | Ele | 3 |
| 4.48 | 9.34 | 16.05 | (m) | Own 88D | 6-3⅛x4 | 265 | 1600 | I | 4 | 2⅝ | O | | | Bos | Don | Bos | PS | Pu | BB SP | SG | 11⅞ | 7¼ | 992 | FK | 4½ | 18¼ | 6 | 18 | ** | Ele | 4 |
| 4.44 | 6.09 | 12.56 | (f) | Own550HC | 4-3⅛x3¾ | 144 | 1600 | I | 3 | 2¼ | G | | DR | Mar | Don | Pie | PS | Pu | Au SP | SG | 9 | 6½ | 1319 | FK | 3½ | 13 | 4 | 20 | ** | Ele | 5 |
| 4.44 | 6.09 | 12.56 | (f) | O. 550DSL | 4-3⅛x3¾ | 144 | 1600 | I | 3 | 2¼ | O | | | Bos | Don | Bos | PS | Pu | Au SP | SG | 9 | 6½ | 1319 | FK | 3½ | 13 | 4 | 20 | ** | Ele | 6 |
| 5.25 | 6.16 | 10.80 | (xx) | Own770HC | 6-3⅛x3¾ | 216 | 1750 | I | 4 | 2¼ | G | | DR | Mar | Don | Pie | PS | Pu | BB SP | SG | 10⅝ | 7¼ | 1085 | SA | 4½ | 20 | 5 | 18 | ** | Ele | 7 |
| 5.25 | 6.16 | 10.80 | (xx) | O. 770DSL | 6-3⅛x3¾ | 216 | 1750 | I | 4 | 2¼ | O | | | Bos | Don | Bos | PS | Pu | BB SP | SG | 10⅝ | 7¼ | 1085 | SA | 4½ | 20 | 5 | 18 | ** | Ele | 8 |
| 5.06 | 6.22 | 10.70 | (yy) | Own770HC | 6-3⅝x4 | 265 | 1750 | I | 4 | 2⅝ | G | | DR | Mar | Don | Pie | PS | Pu | BB SP | SG | 10⅝ | 7¼ | 1085 | SA | 4½ | 20 | 6 | 18 | ** | Ele | 9 |
| 5.06 | 6.22 | 10.70 | (yy) | O. 770DSL | 6-3⅝x4 | 265 | 1750 | I | 4 | 2⅝ | O | | | Bos | Don | Bos | PS | Pu | BB SP | SG | 10⅝ | 7¼ | 1085 | SA | 4½ | 20 | 6 | 18 | ** | Ele | 10 |
| 5.45 | 6.85 | 12.16 | (zz) | Own 99HC | 6-4x4 | 302 | 1800 | I | 4 | 2⅝ | G | | DR | Mar | Don | Own | P | Pu | BB SP | SG | 12 | 9 | 1000 | FK | 5½ | 30 | 6 | 32 | .. | Ele | 11 |
| 5.45 | 6.85 | 12.16 | (zz) | Own 99D | 6-4x4 | 302 | 1800 | I | 4 | 2⅝ | O | | | Bos | Don | Bos | P | Pu | BB SP | SG | 12 | 9 | 1000 | FK | 5½ | 30 | 6 | 32 | .. | Ele | 12 |
| 6.00 | 7.52 | 13.36 | (n) | GM 3-71 | 3-4½x5 | 213 | 1800 | I | 4 | 2⅝ | O | | | | Don | GM | P | Pu | BB SP | SG | 12 | 9 | 1000 | FK | 5½ | 30 | 13 | 32 | ** | Ele | 13 |
| 11.40 | .. | .. | 2.43 | Cont F140 | 4-3⅞x4½ | 140 | 1800 | L | 3 | 2¼ | G | | DR | Mar | Don | Pie | P | Pu | Au SP | SG | 8½ | 6½ | 1160 | CL | 2½ | 10 | 4 | 8 | 1½ | Ele | 14 |
| 3.72 | 4.53 | ▽ | (d) | Own 13E | 2-4½x5 | 142 | 1650 | I | 3 | 2¾ | O | | | Own | .... | Don | Own | P | Pu | Roc SP | SG | 8¼ | 7½ | 1350 | .. | 7 | 15 | 12 | 25 | ** | Ele | 15 |
| 3.72 | 4.53 | ▽ | (d) | Own 6E | 3-4½x5 | 212 | 1650 | I | 4 | 2¾ | O | | | Own | .... | Don | Own | P | Pu | Roc SP | SG | 8¼ | 7½ | 1350 | .. | 7½ | 15 | 13 | 25 | ** | Ele | 16 |
| 3.28 | 3.88 | (1) | (1) | Own 16 | 4-4½x5 | 319 | 1650 | I | 5 | 3½ | O | | | Own | .... | Don | Own | P | Pu | Roc SP | SG | 10 | 7½ | 1150 | .. | 7½ | 22 | 16 | 32 | ** | Ele | 17 |
| .... | .... | .... | 8.00 | Br 14 | 1-2⅝x2¾ | 14 | 3200 | L | .... | .... | G | | Br | Br | Uni | Br | PS | A | TD MD | SGC | .... | .... | .... | SA | .... | 1 | ½ | 1 | 1 | HC | 18 |
| .... | .... | .... | 5.00 | Br 23 | 1 3x3 | 19 | 3300 | L | .... | .... | G | | Br | Br | Uni | Br | PS | A | TD MD | SGC | .... | .... | .... | SA | .... | 1½ | ½ | 1 | 1 | HC | 19 |
| .... | .... | .... | 3.00 | Br 23 | 1 3x3 | 19 | 3300 | L | .... | .... | G | | Br | Br | Uni | Br | PS | A | .... | SG | 7 | 4 | 1300 | .... | .... | 2 | 3 | 3 | 3 | HC | 20 |

(zz)—2.50 and 4.30.
**A**—Air. **AC**—A.C. Spark Plug Co.
**Ad**—Adjustable.
**AL**—Electric Auto-Lite Co.
**Au**—Auburn Clutch Co.
**BB**—Borg & Beck Div.
**Bos**—American Bosch Corp.
**Br**—Briggs & Stratton Corp.
**B-R**—Borg and Beck or Rockford.
**B-S**—Bosch or Scintilla. **Bu**—Buda.
**CH**—Chain.
**CL**—Cam and Lever.
**CMZ**—Carter, Marvel-Schebler or Zenith.
**Cont**—Continental Motors Corp.
**D**—Distillate. **DA**—Divided axle.
**DF**—Divided axle or front axle knuckle.
**DFS**—Divided axle, front axle knuckle or solid axle.
**Don**—Donaldson Co.
**DP**—Double plate, dry.
**DR**—Delco-Remy Div.
**DSP**—Dual single plate, dry.
**EG**—Electric or gasoline starting.
**Ele**—Electric starting.
**Ens**—Ensign.
**FK**—Front axle knuckle.
**FM**—Fairbanks Morse & Co.
**FO**—Fork type.
**G**—Gasoline.
**GM**—General Motors Corp.
**GS**—Gasoline starting engine.
**Han**—Handy Governor Corp.
**HC**—Hand crank.
**I**—In head (Valves).
**IG**—Internal gear.
**K**—Kerosene.
**L**—"L" head (Valves).
**Lo**—Long Mfg. Co.
**LP**—Liquid petroleum gas.
**Mar**—Marvel-Schebler Carburetor Div.
**M-C**—Marvel-Schebler or Carter.
**MD**—Multiple disc, operating dry.
**MS-Z**—Marvel-Schebler or Zenith.
**M-Z**—Marvel or Zenith.
**N**—No or none.
**NA**—Not available.
**Novi**—Novi Equipment Co.
**N-P**—Novi or Pierce.
**NS**—Non-circulating splash.
**NT**—Not tested.
**O**—Diesel fuel.
**Op**—Optional.
**O-R**—Own or Rockford.
**P**—Pressure.
**Per**—Perkins.
**Pie**—Pierce Governor Co.
**PS**—Pressure and splash.
**Pu**—Pump.
**R-A**—Rockford or Auburn.
**Roc**—Rockford Clutch Div.
**Ros**—Roosa-Master.
**RT**—Rubber tires.
**SA**—Solid axle.
**SB**—Spiral bevel gear.
**SF**—Solid axle or front axle knuckle.
**SG**—Spur gear.
**SGC**—Spur gear and chain.
**SH**—Spur gear and helical gear.
**SM**—Standard Motors.
**SO**—Single plate, operating in oil.
**SP**—Single plate, dry.
**S-R**—Steel wheels or rubber tires.
**St**—Standard.
**TD**—Twin Disc Clutch Co.
**TF**—Tractor fuel.
**TS**—Thermo-syphon.
**Uni**—United Air Cleaner Div.
**Var**—Various.
**Wico**—Wico Electric Co.
**WG**—Worm gear.
**Wis**—Wisconsin Motor Corp.
**WS**—Worm and sector.
**Z-C**—Zenith or Carter.
**Zen**—Zenith Carburetor Div.

***For Directory of Tractor Manufacturers listed above, see Table of Contents***

## Military Cargo Vehicle Specifications

| MODEL | Manufacturer | PAY-LOAD (Tons) | | WEIGHT (Lbs.) | | OVERALL DIMENSIONS (In.) | | | Axle Ground Clearance (In.) | ENGINE | | | | | | Maximum Speed (Mph) | Max. Fording Depth (In.) | Cruising Range—Miles | TRANSMISSION | | | | Differential—Type | Suspension—Type | SERVICE BRAKES | | Wheelbase (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Cross Country | Highway | Empty | Fully Equipped | Width | Length | Height | | Make | No. of Cylinders, Bore and Stroke | Displacement (Cu. In.) | Fuel Used | Cooling Medium | Max. Brake Hp. at R.P.M. | | | | Make | Type | No. of Forward Speeds | No. of Reverse Speeds | Transfer Case | | | Actuated by | Type | |
| M38A1 | WM | ⅝ | ⅝ | 2,665 | 3,465 | 62 | 138⅝ | 73⅛ | 9¼ | WM | 4-3⅛x4¾ | 134.2 | G | Liq | 72-4000 | 60 | 72 | 200 | WM | Co | 3 | 1 | 2s | Co | SE | ..... | Hd | 81 |
| M37 | Do | ¾ | 1 | 5,950* | 7,800* | 73½ | 189½* | 89¾ | 10¾ | Do | 6-3¼x4½ | 230.2 | G | Liq | 94-3200 | 55 | 72 | 225 | Do | Co | 4 | 1 | 2s | Co | SE | ..... | Hd | 112 |
| M35 | Reo | 2½ | 5 | 12,880 | 18,230* | 96 | 274¼* | 111⅞ | 10⅝ | Reo | 6-4½x4½ | 331.0 | G | Liq | 146-3400 | 62 | 72 | 250 | Spi | Co | 5 | 1 | 2s | Co | Bcp | Air | Hd | 154 |
| M211 | GM | 2½ | 5 | 13,580* | 18,930* | 96 | 269¼* | 112⅝ | 12 | GM | 6-4x4 | 301.6 | G | Liq | 145-3400 | 58 | 72 | 300 | GM | Hy | 8 | 2 | † | Co | Bcp | Air | Hd | 156 |
| M54 | IH | 5 | 10 | 19,945* | 30,295* | 97 | 314¼* | 116 | 11½ | CM | 6-4⅞x5⅝ | 602.0 | G | Liq | 224-2600 | 53 | 72 | 214 | Spi | Co | 5 | 1 | 2s | Co | Bcp | Air | Hd | 179 |
| M8A1■ | AC | 7½ | .... | 44,500* | 63,000* | 123½ | 265½* | 120 | 18½ | CM | 6-5¾x5⅝ | 859.9 | G | Air | 500-2800 | 41 | 60 | 180 | GM | Cr | 2 | 1 | ..... | ..... | Inb | Md | Me | 157½‡ |
| M76■ | GM | 1½ | .... | 9,000 | 12,000 | 98 | 189 | 98¾ | 16¾ | CM | 4-4⅝x4 | 268.8 | G | Air | 127-3200 | 28 | Am | 160 | GM | Cr | 2 | 1 | ..... | ..... | Inb | Md | Me | 98⅝‡ |
| M125 | MT | 10 | 15 | 32,000* | 62,000 | 114 | 328 | 129 | 12½ | LR | 8-5¼x4⅞ | 844.0 | G | Liq | 297-2600 | 40 | 78 | 300 | MT | Co | 5 | 1 | 2s | Co | Bcp | Air | Hd | 181½ |
| M274 | WM | ½ | ½ | 1,000* | 1,000* | 50 | 125 | 46 | 11½ | WM | 4-2¾x2½ | 53.0 | G | Air | 17-3200 | 26 | 12 | .... | WM | Co | 3 | 1 | 2s | N | N | Ma | Me | 57 |

**ABBREVIATIONS**
*—With winch.
■—Tracked vehicles.
†—2 speed reduction unit on transmission.
‡—Track contact length.
2s—Two speed.
**AC**—Allis-Chalmers Mfg. Co.
**Am**—Amphibious.
**Bcp**—Bogie constant parallel arm (leaf springs)
**Co**—Conventional.
**CM**—Continental Motors Corp.
**Cr**—Cross drive.
**Do**—Dodge Division.
**G**—Gasoline.
**GM**—General Motors Corp.
**Hd**—Hydraulic.
**Hy**—Hydramatic.
**IH**—International Harvester Co.
**Inb**—Individual torsion bar.
**Liq**—Liquid. **LR**—Le Roi.
**Ma**—Manual.
**Md**—Multiple disc.
**Me**—Mechanical.
**MT**—Mack Trucks Inc.
**N**—None.
**SE**—Semi-elliptic.
**Spi**—Spicer Mfg. Div.
**WM**—Willys Motors.

# 1957 Motor Vehicle Registrations in 115 Leading Counties

*Data from R. L. Polk & Co. are as of July 1, 1957.*

| STATE | COUNTY | PRINCIPAL CITY | PASSENGER CARS | TRUCKS |
|---|---|---|---|---|
| Alabama | Jefferson | Birmingham | 174,955 | 26,285 |
| | Mobile | Mobile | 81,801 | 13,137 |
| Arizona | Maricopa | Phoenix | 178,011 | 40,388 |
| California | Alameda | Oakland | 310,583 | 39,046 |
| | Contra Costa | Richmond | 132,903 | 17,651 |
| | Fresno | Fresno | 118,897 | 29,876 |
| | Los Angeles | Los Angeles | 2,275,972 | 272,516 |
| | Orange | Santa Ana | 190,213 | 25,635 |
| | Sacramento | Sacramento | 154,358 | 25,883 |
| | San Bernardino | San Bernardino | 159,125 | 27,103 |
| | San Diego | San Diego | 283,831 | 37,294 |
| | San Francisco | San Francisco | 238,704 | 47,232 |
| | San Mateo | San Mateo | 142,812 | 16,255 |
| | Santa Clara | San Jose | 189,748 | 30,060 |
| Colorado | Denver | Denver | 186,040 | 27,910 |
| Connecticut | Fairfield | Bridgeport | 229,560 | 24,171 |
| | Hartford | Hartford | 209,357 | 22,061 |
| | New Haven | New Haven | 197,142 | 25,490 |
| Dist. of Columbia | | Washington | 199,315 | 22,458 |
| Florida | Dade | Miami | 329,728 | 37,342 |
| | Duval | Jacksonville | 124,428 | 19,326 |
| | Hillsborough | Tampa | 119,284 | 21,996 |
| | Pinellas | St. Petersburg | 119,982 | 12,608 |
| Georgia | Chatham | Savannah | 46,484 | 7,783 |
| | De Kalb | Atlanta | 49,320 | 5,759 |
| | Fulton | | 181,878 | 32,100 |
| Illinois | Cook | Chicago | 1,401,133 | 117,598 |
| Indiana | Allen | Fort Wayne | 75,095 | 12,478 |
| | Lake | Gary | 152,635 | 19,879 |
| | Marion | Indianapolis | 230,901 | 37,543 |
| | St. Joseph | South Bend | 80,250 | 11,317 |
| | Vanderburgh | Evansville | 53,248 | 9,303 |
| Iowa | Polk | Des Moines | 83,827 | 13,284 |
| Kansas | Sedgwick | Wichita | 129,947 | 20,263 |
| | Wyandotte | Kansas City | 67,353 | 9,341 |
| Kentucky | Jefferson | Louisville | 179,672 | 24,967 |
| Louisiana | Caddo Parish | Shreveport | 66,834 | 13,828 |
| | E. Baton Rouge | Baton Rouge | 65,393 | 11,253 |
| | Orleans Parish | New Orleans | 143,274 | 20,759 |
| Maryland | Baltimore City | Baltimore | 276,478 | 34,149 |
| | Baltimore County | | 82,074 | 9,218 |
| Massachusetts | Bristol | Fall River-New Bedford | 116,551 | 14,364 |
| | Essex | Lynn | 166,341 | 17,132 |
| | Hampden | Springfield | 127,515 | 15,495 |
| | Middlesex | Cambridge | 347,434 | 33,407 |
| | Norfolk | Quincy | 156,215 | 12,536 |
| | Suffolk | Boston | 176,902 | 24,823 |
| | Worcester | Worcester | 171,400 | 21,940 |
| Michigan | Genesee | Flint | 128,042 | 12,623 |
| | Kent | Grand Rapids | 123,127 | 15,477 |
| | Oakland | Pontiac | 232,813 | 19,326 |
| | Wayne | Detroit | 909,349 | 77,674 |
| Minnesota | Hennepin | Minneapolis | 276,513 | 31,274 |
| | Ramsey | St. Paul | 140,660 | 18,653 |
| Missouri | Clay-Jackson | Kansas City | 213,532 | 30,130 |
| | St. Louis City | St. Louis | 262,545 | 35,911 |
| | St. Louis Cty. | | 138,152 | 13,212 |
| Nebraska | Douglas | Omaha | 102,364 | 14,307 |
| New Jersey | Bergen | Hackensack | 257,260 | 21,304 |
| | Camden | Camden | 104,304 | 11,442 |
| | Essex | Newark | 280,812 | 33,556 |
| | Hudson | Jersey City | 146,970 | 17,095 |
| | Mercer | Trenton | 83,294 | 11,322 |
| | Middlesex | New Brunswick | 125,121 | 14,855 |
| | Passaic | Paterson | 127,661 | 14,231 |
| | Union | Elizabeth | 171,963 | 15,185 |
| New York | 5 Boroughs | New York | 1,251,424 | 119,800 |
| | Albany | Albany | 76,057 | 13,038 |
| | Erie | Buffalo | 311,257 | 33,827 |
| | Monroe | Rochester | 180,040 | 18,093 |
| | Nassau | Hempstead | 427,881 | 30,838 |
| | Onondaga | Syracuse | 123,861 | 16,205 |
| | Suffolk | Kings Park | 185,522 | 19,939 |
| | Westchester | Yonkers | 262,058 | 21,676 |
| New Mexico | Bernalillo | Albuquerque | 63,818 | 11,757 |
| North Carolina | Mecklenburg | Charlotte | 78,288 | 14,483 |
| Ohio | Cuyahoga | Cleveland | 538,628 | 44,620 |
| | Franklin | Columbus | 210,886 | 27,035 |
| | Hamilton | Cincinnati | 241,225 | 26,516 |
| | Lucas | Toledo | 151,742 | 14,858 |
| | Montgomery | Dayton | 171,523 | 17,467 |
| | Stark | Canton | 114,562 | 14,536 |
| | Summit | Akron | 164,525 | 17,177 |
| | Trumbull | Youngstown | 65,804 | 6,954 |
| | Mahoning | | 93,394 | 10,112 |
| Oklahoma | Oklahoma | Oklahoma City | 146,605 | 29,448 |
| | Tulsa | Tulsa | 127,047 | 23,944 |
| Oregon | Multnomah | Portland | 194,056 | 30,182 |
| Pennsylvania | Allegheny | Pittsburgh | 437,811 | 48,778 |
| | Delaware | Chester | 160,215 | 11,251 |
| | Erie | Erie | 79,282 | 10,260 |
| | Lackawanna | Scranton | 61,921 | 9,615 |
| | Luzerne | Wilkes-Barre | 99,318 | 14,867 |
| | Montgomery | Norristown | 166,275 | 18,705 |
| | Philadelphia | Philadelphia | 442,702 | 57,298 |
| | Westmoreland | North Kensington | 97,264 | 13,672 |
| Rhode Island | Providence | Providence | 172,362 | 22,683 |
| Tennessee | Davidson | Nashville | 106,204 | 15,542 |
| | Hamilton | Chattanooga | 63,692 | 10,236 |
| | Knox | Knoxville | 65,635 | 9,913 |
| | Shelby | Memphis | 150,534 | 22,991 |
| Texas | Bexar | San Antonio | 179,832 | 29,213 |
| | Dallas | Dallas | 297,233 | 48,273 |
| | El Paso | El Paso | 64,917 | 11,285 |
| | Harris | Houston | 379,574 | 64,822 |
| | Nueces | Corpus Christi | 66,168 | 13,689 |
| | Tarrant | Fort Worth | 183,902 | 28,948 |
| | Travis | Austin | 59,291 | 11,081 |
| Utah | Salt Lake | Salt Lake City | 116,482 | 19,385 |
| Virginia | Henrico | Richmond | 104,816 | 19,336 |
| | Norfolk | Norfolk | 118,240 | 14,407 |
| Washington | King | Seattle | 303,241 | 43,912 |
| | Pierce | Tacoma | 98,636 | 15,893 |
| | Spokane | Spokane | 90,047 | 17,413 |
| Wisconsin | Milwaukee | Milwaukee | 303,348 | 29,443 |
| Total of 115 Counties | | | 24,450,540 | 3,015,235 |
| Total of United States | | | 51,432,460 | 9,775,950 |
| Per Cent in Leading Counties | | | 47.5% | 30.8% |

# *Big Moment...*



# *Bringing Home the New Car*

**19 OF THE 20 MAKES OF PASSENGER CARS USE ESSENTIAL PARTS ENGINEERED AND PRODUCED BY**

## Borg-Warner®

**These units form BORG-WARNER,** ***Executive Offices, 310 S. Michigan Ave., Chicago.*** Research Center, Des Plaines, Ill. **DIVISIONS:** ATKINS SAW • BORG & BECK • BYRON JACKSON CALUMET STEEL • FRANKLIN STEEL • INGERSOLL CONDITIONED AIR • INGERSOLL HUMPHRYES INGERSOLL KALAMAZOO • INGERSOLL PRODUCTS • INGERSOLL STEEL • LONG MANUFACTURING MARBON CHEMICAL • MARVEL-SCHEBLER PRODUCTS • MECHANICS UNIVERSAL JOINT NORGE • PESCO PRODUCTS • PRIMOR PRODUCTS • ROCKFORD CLUTCH • SPRING DIVISION WARNER AUTOMOTIVE • WARNER GEAR • WOOSTER DIVISION • YORK. **SUBSIDIARIES:** B-W ACCEPTANCE CORP. • BORG-WARNER INTERNATIONAL • BORG-WARNER, LTD. • BORG-WARNER SERVICE PARTS • BYRON JACKSON OF CANADA, LTD. • BYRON JACKSON CO., S.A. BJ SERVICE, INC. • LONG MFG. LTD. • MORSE CHAIN • MORSE CHAIN OF CANADA, LTD. REFLECTAL • WARNER GEAR, LTD. • WESTON HYDRAULICS, LTD. • YORK SHIPLEY, LTD.

ENGINEERING B-W PRODUCTION

**Typical Borg-Warner Contributions to Automotive Progress**

**1908**—MARVEL carburetors replaced the old time mixing valve.

**1903**—WARNER GEAR introduced the spur type differential. LONG introduced radiators made of copper tubing with attached cooling fins.

**1913**—BORG & BECK developed the single plate clutch. MORSE introduced silent timing chains.

**1916**—MECHANICS developed universal joints.

**1921**—WARNER GEAR introduced the first standard transmissions.

**1922**—LONG introduced double plate clutches.

**1923**—ROCKFORD developed multiple spring clutches.

**1924**—BORG & BECK introduced vibration dampening flexible center clutches.

**1930**—WARNER GEAR began production of transmission synchronizer units.

**1931**—MECHANICS introduced roller bearing universal joints. WARNER GEAR offered Free Wheeling to the industry. INGERSOLL developed tapered steel discs for truck wheels.

**1934**—WARNER GEAR introduced Overdrive.

**1938**—BORG & BECK, LONG AND ROCKFORD introduced Borglite and Torbend clutch plates.

**1939**—MARBON developed Ty-Ply rubber-to-metal bonding material.

**1949**—WARNER GEAR AND DETROIT GEAR perfected automatic transmissions.

**1952**—MARVEL-SCHEBLER introduced power chambers and hydraulic power units for trucks and trailers; LPG carburetion systems for trucks, tractors, buses, taxis and stationary engines.

**1953**—WARNER GEAR AND DETROIT GEAR began production of automatic transmissions for trucks.

**1955**—ROCKFORD introduced Marlite clutches for heavy duty vehicles.

**1957**—ROCKFORD introduced full power shift transmissions for heavy duty earth-moving and construction equipment.

**1958**—WARNER AUTOMOTIVE introduced pre-loaded, spin-resistant differentials.

B-W

# *Talk about Excitement!*

Few thrills equal the dramatic moment when a family gets its new car. It's a drama of little things—the solid click of the doors . . . the whisper of the engine . . . the shiny newness . . . the distinctive new-car smell . . . the feeling that this year's model is the last word.

Borg-Warner products play an important part in this delightful experience. The automotive industry calls on 21 of B-W's Divisions and Subsidiaries for essential, precision-engineered components that contribute to the comfort, performance and safety of American cars. The industry recognizes that B-W's "design it better – make it better" tradition is assurance of superb automotive products.

Small wonder, then, that 19 of the 20 makes of cars incorporate parts engineered and produced by Borg-Warner. This hand-in-hand relationship promises still better cars in the years ahead – for continuing progress is the mutual aim of both Borg-Warner and the dynamic automotive industry.



*Almost every American benefits every day from the products of*

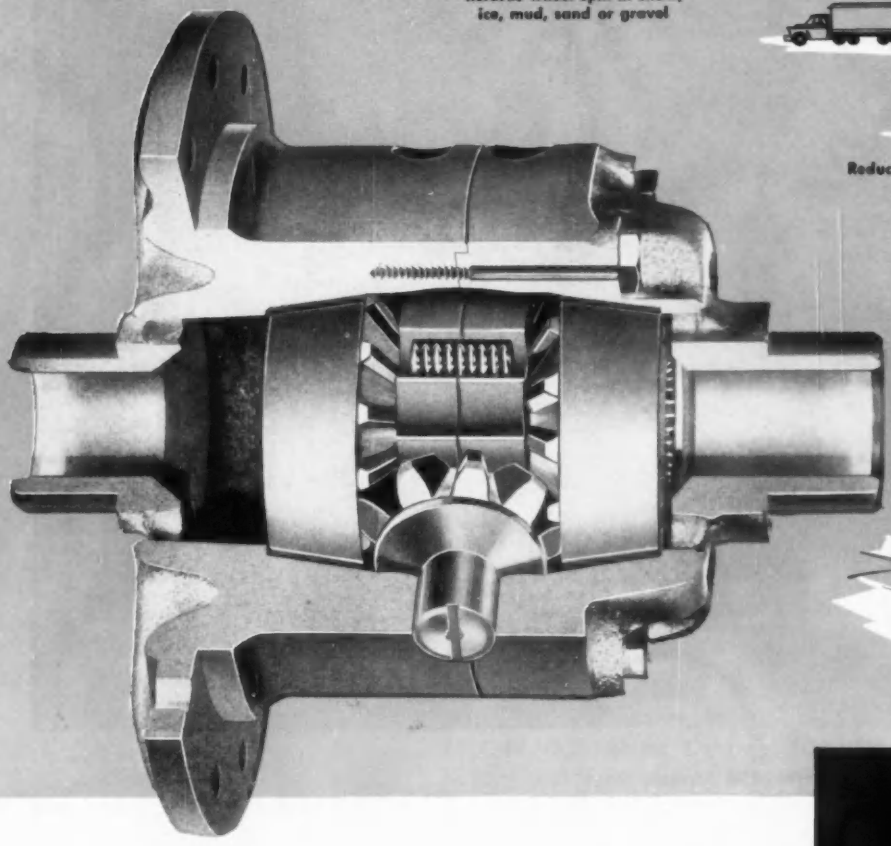
**Borg-Warner®**



Retards wheel spin in snow, ice, mud, sand or gravel

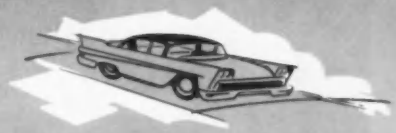


Reduces skidding on curves





Ends tire scuffing from wheel bounce



Reduces swerving on rough and high crowned roads

## *Announcing* THE BORG-WARNER SPIN-RESISTANT PRE-LOADED DIFFERENTIAL

*Makes all driving safer, surer, more economical for cars, trucks, tractors, lift trucks, other vehicles*

This is the Borg-Warner Spin-Resistant Differential. With PRE-LOADED cone brakes and side gear thrust, it automatically provides internal resistance to overcome unequal traction at the rear wheels. Thus, *torque is smoothly transferred to the wheel with the greater traction.*

This B-W engineered unit has many advantages. *Simplicity*—fewer parts than other "locking" differentials. *Smooth operation*—in mud, snow, ice, sand, gravel or other poor traction conditions. *Pre-loading*—always provides a predetermined amount of resistance to differentiation. *Interchangeability*—with existing conventional differentials.

What's more, the B-W spin-resistant differential *will not* become noisy, *will not* develop excessive blacklash with wear, *will not* cause full locking of either axle shaft, *will not* interfere with normal steering.

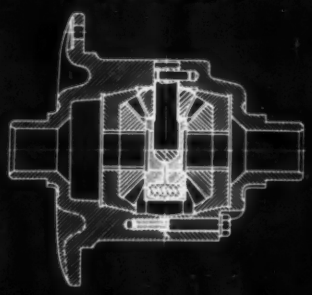
**For full details, write, wire or telephone**

**WARNER AUTOMOTIVE DIVISION**

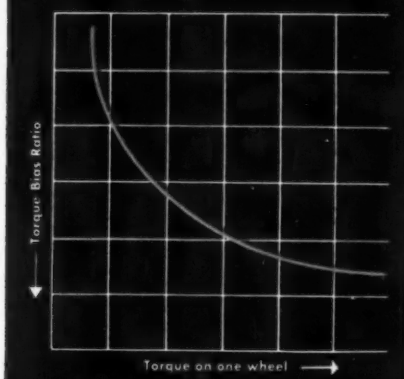
**BORG-WARNER CORPORATION • AUBURN, INDIANA**

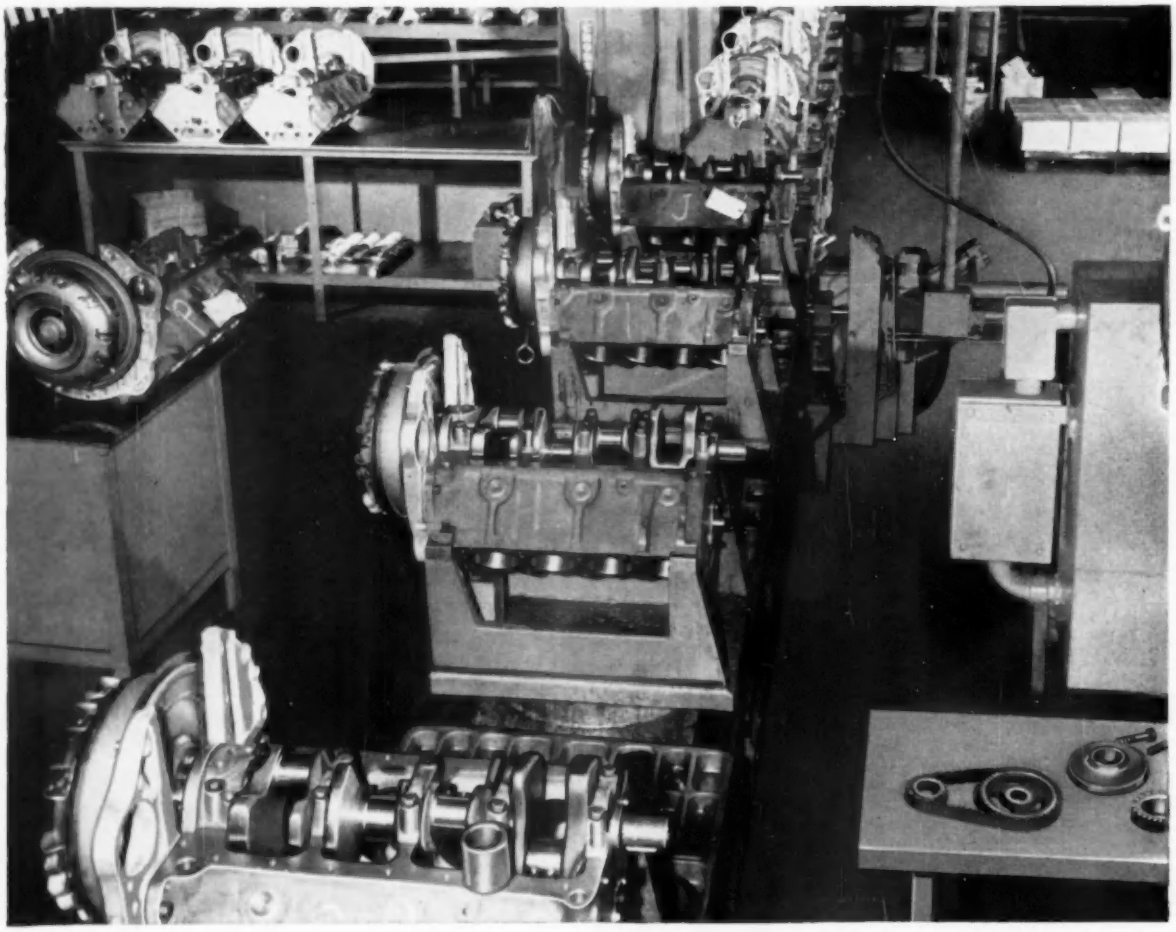
*Products of Experience*

**SIMPLICITY**



**HIGH PERFORMANCE**





# Next stop for these new car engines ...Morse Automotive Timing Chain!

Over 80,000,000 car engines have been equipped with Morse Timing Chain. And in 1958, 17 of the 19 cars using timing chain have Morse as original equipment.

Reason: High horsepower requires split-second timing, and Morse Timing Chain is precision-built like a fine watch. Modern inspection equipment helps maintain rigid quality standards; assures you of trouble-free timing for thousands of miles.

Remember: Morse is an "old pro" at building dependability into their timing chain . . . they've been doing it for over 50 years.

It pays to contact Morse on all your timing chain problems, original equipment or replacement. For complete information or engineering help, phone, wire, or write MORSE CHAIN COMPANY, DETROIT, MICHIGAN; ITHACA, NEW YORK. Export Sales: Borg-Warner International, Chicago 3, Illinois.

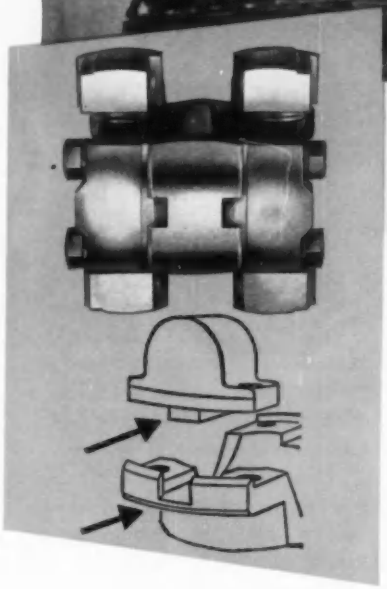
SERVING THE AUTOMOTIVE INDUSTRY FOR OVER 55 YEARS

**MORSE** MORSE B-W BORG-WARNER*

*Trademark

# MECHANICS SAFETY IS NO ACCIDENT





FROM the Antarctic to the Arctic, MECHANICS JOINTS are serving reliably under adverse conditions.

MECHANICS Roller Bearing UNIVERSAL JOINTS increase the Safety factor in power transmission lines, because heavy machined KEYS and corresponding keyways, not bolts nor screws, transmit the torque.

The only function of the cap screws is to hold the bearing assemblies in place.

This KEY method of driving has the highest safety factor, transmits the most torque with the least weight, and avoids costly breakdowns resulting from driving through bolts or screws that work loose.

Let our engineers show you how this and several other MECHANICS Roller Bearing UNIVERSAL JOINT advantages will benefit your new and improved products.

**MECHANICS UNIVERSAL JOINT DIVISION**

***Borg-Warner***

**2024 Harrison Ave., Rockford, Ill.**

Export Sales: Borg-Warner International
36 So. Wabash, Chicago 3, Illinois

**MECHANICS**
*Roller Bearing*
**UNIVERSAL JOINTS**

**For Cars, Trucks, Tractors, Farm Implements, Road Machinery, Industrial Equipment, Aircraft**

# new team! in LP-Gas Carburetion...



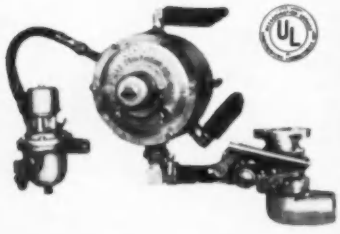
**CENTURY**

**Marvel·Schebler**

***Follow the lead of 10 big manufacturers who changed to Century LP-Gas carburetion.***

Century leadership is evidenced by the fact that 10 manufacturers are now installing Century LP-Gas carburetion as factory standard.

The big difference in Century carburetors is the metering valve which gives positive control of the gas regardless of changes in altitude, temperature or gas pressure. Century progressive jet carburetors are factory calibrated and set to the engine's performance curve. They provide easy starting, perfect idling and full power. They are available for every engine from 5 to 500 h.p.



## Leader among Leaders!

A new champion in LP-Gas carburetion was born when Century joined Marvel-Schebler. Here is a combination of an outstanding carburetor design and a dependable factory carburetor service ready to furnish a balanced carburetion system exactly to your engine requirements.

Century now has the complete research and development facilities to build an LP-Gas carburetion system exactly suited to your engines. Each unit balanced in size and capacity. Each carburetor is factory calibrated and set to engine's performance curve. You get the ultimate in engine performance and dependability.

3C Controlled Combustion Carburetion

*Demand the dependability of a complete Century carburetion system with metering valve control of combustion.*

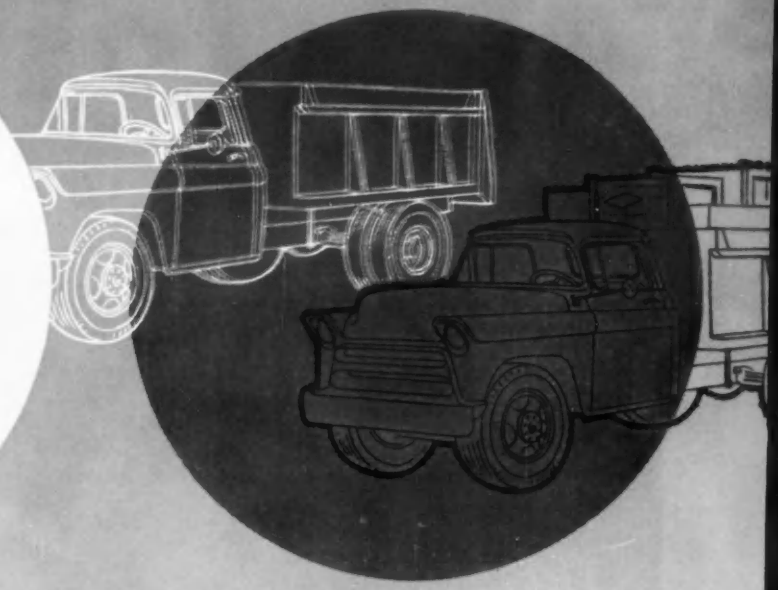
**CENTURY**

**LP-GAS CARBURETION**

MARVEL SCHEBLER B-W BORG-WARNER

**Century Gas Equipment**
**Marvel-Schebler Products Division, Borg-Warner Corp.**
**625 Southside Drive, Decatur, Illinois**

# YOUR TRUCKS CAN HAUL HEAVIER LOADS



## with NEW BORG & BECK A8 and A9 CLUTCHES

NEW THREE-LEVER DESIGN

LIGHTER WEIGHT—SHALLOWER

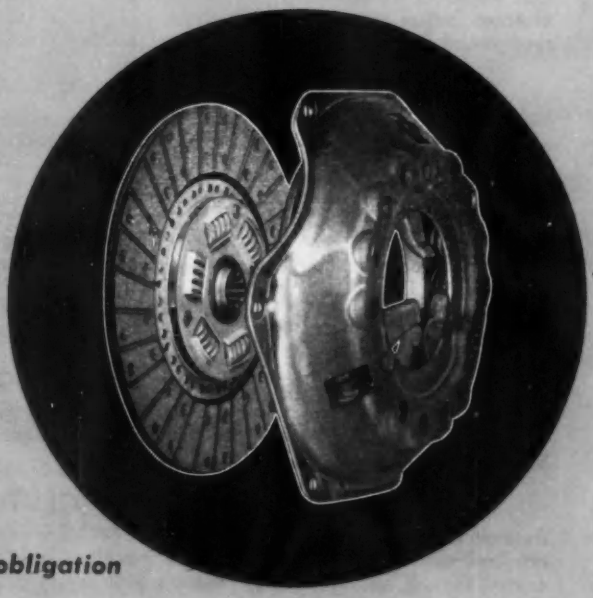
ARCH TYPE CONSTRUCTION FOR PROPER VENTILATION

SIZES TO 11"—FOR ALL BUT THE LARGEST TRUCKS

SMOOTHER, QUIETER OPERATION

EASIER ADJUSTMENT FOR MINIMUM MAINTENANCE

PRECISION BUILT—TESTED FOR BALANCE, UNIFORMITY



*Consult our engineers—no obligation*

BORG & BECK CLUTCH · THE STANDARD

Reg. U. S. Pat. Off.

# BORG & BECK®

The automotive standard for more than 40 years

for that vital spot where power takes hold of the load!

BORG & BECK B-W BORG-WARNER

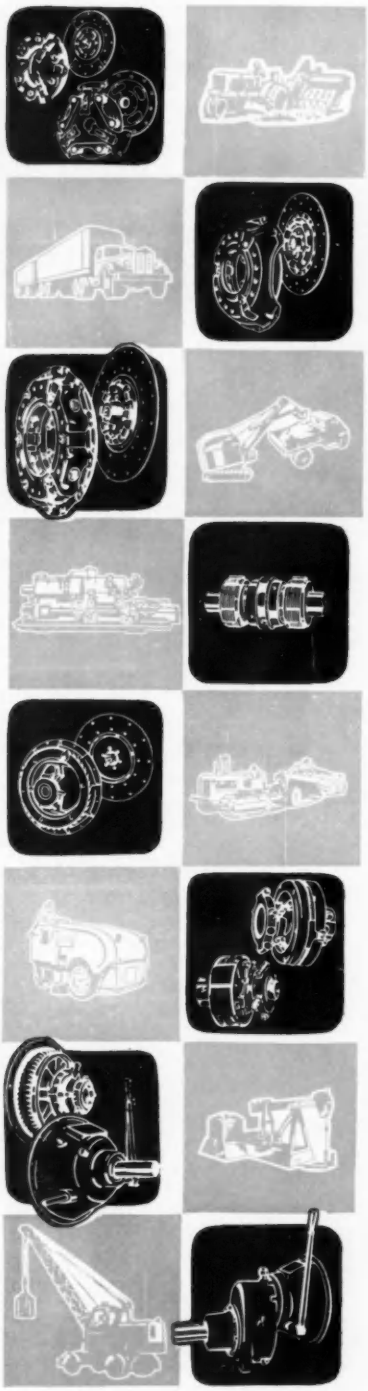
Export sales:
Borg-Warner International • 36 South Wabash Ave., Chicago 3, Illinois

## BORG & BECK DIVISION

® BORG-WARNER CORPORATION • CHICAGO 38, ILLINOIS

# For Every Industry and Application





Our engineers are not restricted to the application of one, two or three types of clutches. When you submit your clutch problem to us, we are in a position to recommend and supply a type and size clutch that is exactly suited to your need.

## ROCKFORD Spring-Loaded CLUTCHES

permit convenient control and smooth gear changes under conditions requiring almost constant engagement, with only short periods of disengagement — maintained by foot-pedal or hand-lever pressure.

## ROCKFORD OVER-CENTER CLUTCHES

lock in "engagement" or "release" position, providing positive control during long periods of engagement or disengagement operation.

## PULLMORE Multiple-Disc CLUTCHES

provide smooth starting and powerful, hand-operated control, within limited space.

## ROCKFORD Power TAKE-OFFS

and Speed Reducers are complete, self-contained units. Available with heavy duty, gear-tooth drive "over-center" type clutch equipment. Sizes to fit standard S. A. E. flywheel housings.

## ROCKFORD Morlife* CLUTCHES

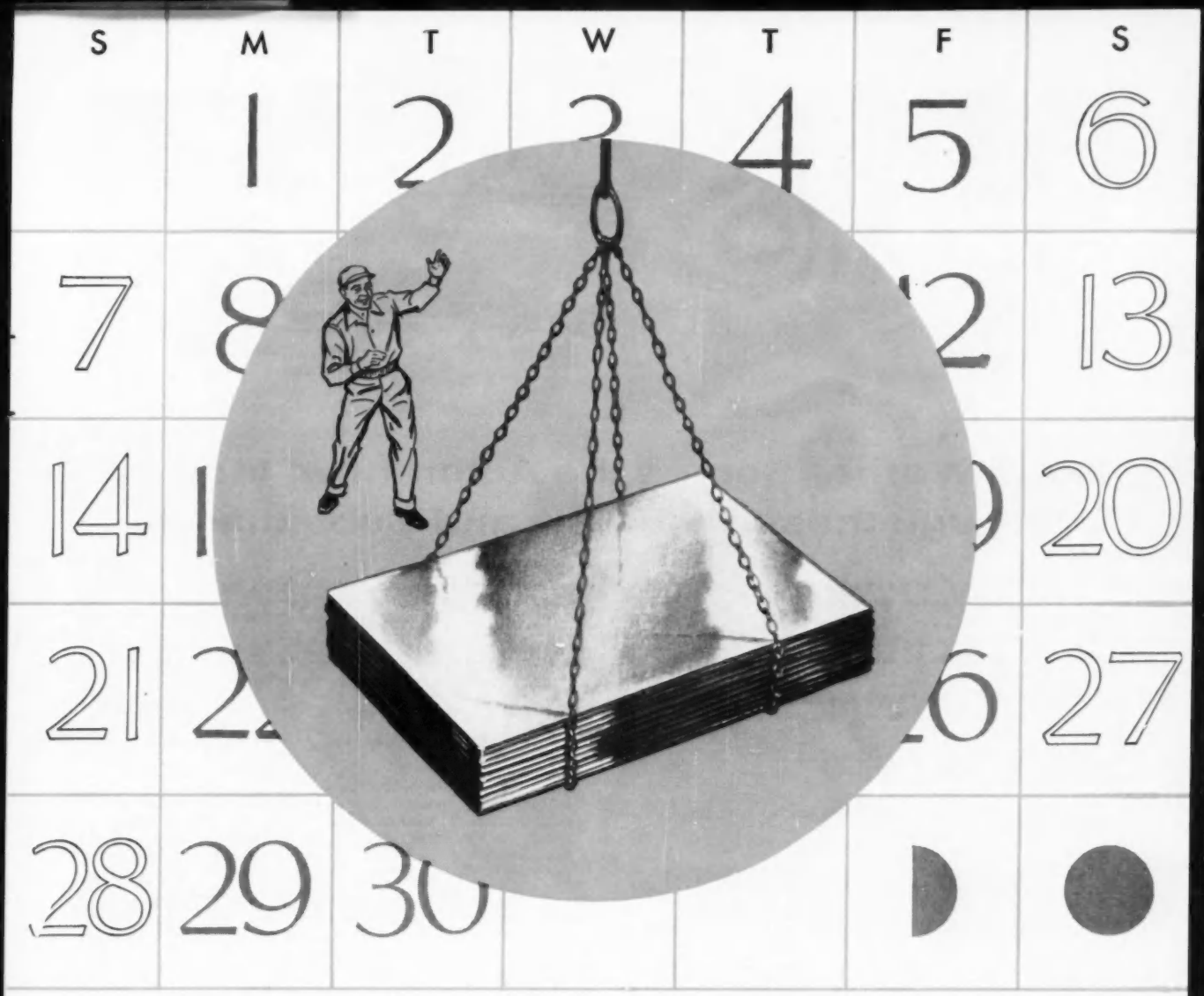
Because of their specialized characteristics, MORLIFE type ROCKFORD clutches are best suited for use in off-the-road machines such as tractors, trucks, tanks, cranes, shovels, bulldozers, earth movers, pipe layers, power units and other heavy duty equipment.

Let our engineers give you the benefit of their more than a quarter century of clutch building experience to specify the size and type clutch to meet your need exactly. Write for bulletin covering the ROCKFORD clutch or power take-off that fits your product.

ROCKFORD Clutch Division BORG-WARNER

315 Catherine St., Rockford, Ill., U.S.A.

Export Sales: Borg-Warner International — 36 So. Wabash, Chicago 3, Illinois




# Ingersoll Steel Deliveries

## TIMED TO YOUR PRODUCTION

Here at Ingersoll Steel we knock ourselves out to give you on-time, as-promised delivery of a wide variety of special purpose steel sheets and plates. The minute your order is received it starts getting the V.I.P. treatment—and that's the way it goes all the way to your receiving department.

Being a specialty mill, we can and do adjust our production schedules to dovetail with your production needs. And with our advantageous central location at New Castle, Indiana, prompt deliveries are assured. Next time you need any of the products listed below, call Ingersoll Steel and you'll see what we mean.

**Ingersoll Produces:**

**STAINLESS STEELS • HEAT RESISTING STEELS • INGACLAD STAINLESS-CLAD SHEETS • ALLOY STEELS • FORGING QUALITY ELECTRIC STEEL INGOTS • AUTOMOTIVE CLUTCH PLATE STEELS TEM-CROSS CROSS-ROLLED STEEL • CARBON ELECTRIC STEEL FOR TRACTOR CLUTCH DISCS • KNIFE STEELS • SAW STEELS HIGH SPEED HACK SAW STEELS • SOFT CENTER AND OTHER AGRICULTURAL STEELS • SPECIAL ANALYSIS STEELS**

INGERSOLL STEEL B-W BORG-WARNER ®

**Ingersoll STEEL DIVISION**

***Borg-Warner Corporation***

New Castle, Indiana



# Borg-Warner Serves the Automotive Industry through these Divisions and Subsidiaries

**BORG & BECK**—clutches and torque converters for cars, trucks and tractors; automotive stampings and machined parts.

**BORG-WARNER INTERNATIONAL**—foreign operations, overseas licensing and export for all Borg-Warner products.

**BORG-WARNER, LTD. (England)**—automotive timing chains and sprockets, Overdrives and automatic transmissions.

**BORG-WARNER SERVICE PARTS**—U. S. distribution of automotive service parts.

**CALUMET STEEL**—special automobile jack bar steel; small angles for auto seats.

**FRANKLIN STEEL**—spring steel bumper supports; special automobile jack bar steel; small angles for auto seats.

**INGERSOLL PRODUCTS**—tapered steel discs for truck wheels; automotive stampings.

**INGERSOLL STEEL**—automotive and tractor clutch discs; carbon electric steel for tractor clutch plates; high carbon and alloy steel sheets; stainless and stainless-clad sheets and armor plate.

**LONG MANUFACTURING**—clutches and radiators for cars, trucks, buses and tractors; torque converters; oil coolers; automotive stampings; hydraulic pumps; precision parts.

**LONG MANUFACTURING CO., LTD. (Canada)**—clutches and radiators for cars, trucks, buses and tractors; oil coolers.

**MARBON CHEMICAL**—adhesives for bonding rubber and synthetic rubber to metal and other materials; high impact thermoplastic resins.

**MARVEL-SCHEBLER PRODUCTS**—carburetors for military and industrial equipment and farm tractors; LPG carburetion systems; automatic transmissions; fuel injection systems.

**MECHANICS UNIVERSAL JOINT**—universal joints and propeller shafts for cars, trucks, buses, aircraft, tractors, farm machinery, road machinery and mining machinery.

**MORSE CHAIN CO.**—automotive timing chains and sprockets.

**MORSE CHAIN OF CANADA, LTD.**—automotive timing chains and sprockets.

**ROCKFORD CLUTCH**—spring-loaded and over-center clutches for cars, trucks, tractors, road-building, earth-moving and oil field machinery, industrial machinery, agricultural implements, machine tools; power take-off and gear reduction units for gasoline and diesel engines; full power-shifting transmissions for earth-moving and construction equipment.

**SPRING DIVISION**—torque converter parts and sub-assemblies; sprag type free wheeling clutches; special clutch plates and parts for automatic transmissions; precision flat and Belleville type springs; multislide and punch press stampings, plain and heat treated; special commercial heat treating; small electric motor commutators.

**WARNER AUTOMOTIVE**—gear boxes; transmission gears; ring gears and pinions; spin-resistant differentials; differential parts and assemblies; splined shafts; power train assemblies; automotive replacement parts.

**WARNER GEAR**—standard and automatic transmissions; Overdrives; synchronizer assemblies; parking brakes; automotive and aircraft gears; marine and industrial transmissions.

**WARNER GEAR CO., LTD. (Canada)**—synchronizer units for cars and trucks.

**YORK**—compressors for automotive air conditioning; refrigeration for trucks.

**B-W skill and ingenuity also benefit almost every American every day through many other fields, including:**

**Aviation** – commercial and military aircraft and missiles contain vital B-W parts.

**Nucleonics**—B-W designed parts are at work in almost every U. S. reactor.

**Home**—millions of homes use B-W building materials, equipment and appliances.

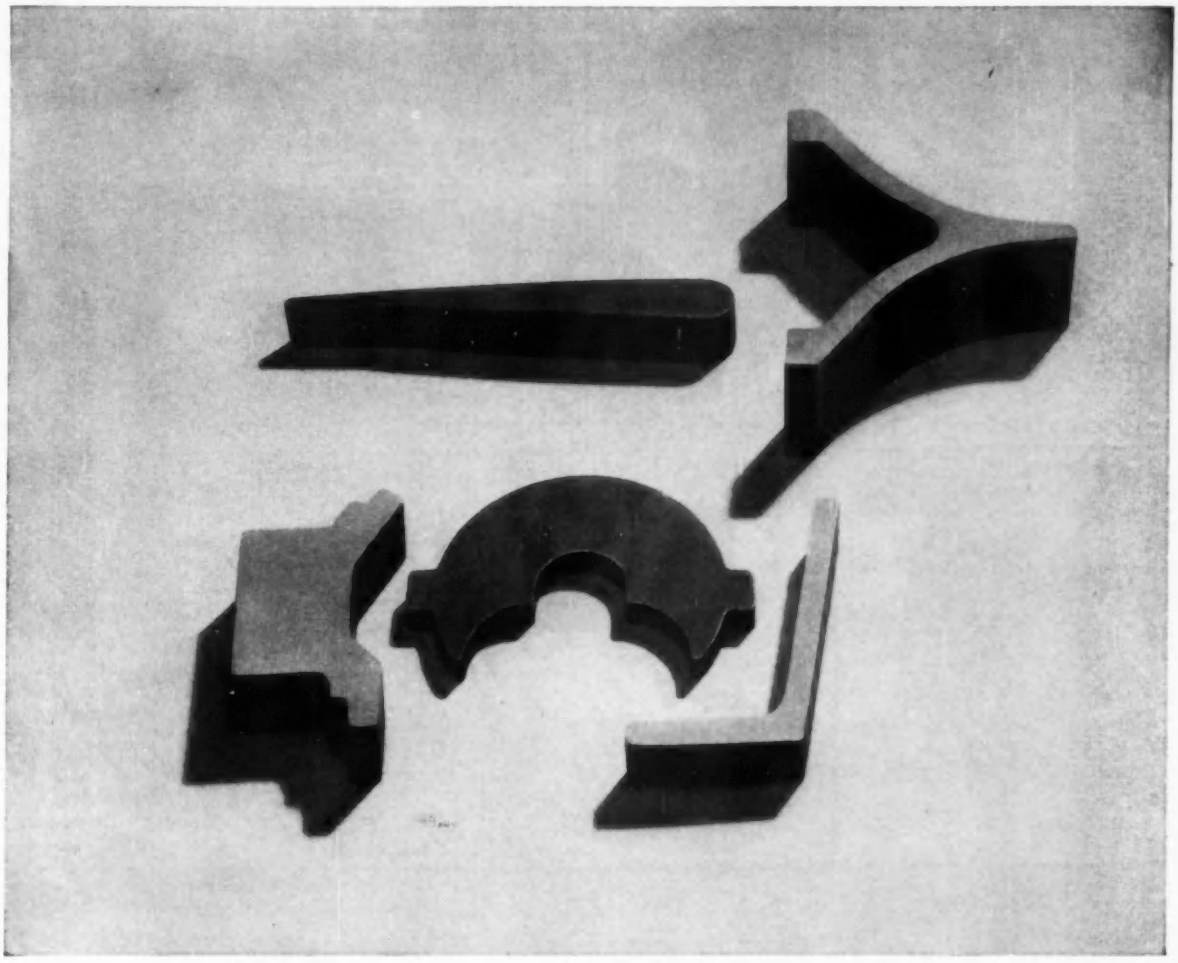
**Farm**—9 out of 10 modern farms use B-W equipped machines.

**Oil**—every oil field has B-W equipment.

DESIGN IT BETTER — ENGINEERING B-W PRODUCTION — MAKE IT BETTER

# Borg-Warner®

310 SOUTH MICHIGAN AVENUE • CHICAGO 4, ILLINOIS



# *Intricate Allegheny Ludlum Steel Extrusions*

## cut material needs up to 60%, slash machining costs



**Write for this technical book on A-L Steel Extrusions**

12-pages of design and engineering information on steel extrusions. Process and product explanation, material properties, design tips and limitations, tolerances, order instructions, etc.

**Address Dept. AI-3**

There's no doubt about extruded shapes saving money on materials and on machining. Non-ferrous applications in the last decade have proven it.

Now even greater savings are possible with tough, strong metals in Allegheny Ludlum Hot Steel Extrusions.

Extruded shapes in all stainless grades, tool steels, carbon steels, electrical steels, high temperature alloys . . . even in zirconium, nickel alloys . . . are now in production at Allegheny Ludlum, cutting costs in many different industries.

If you're hogging out sections, paying for special mill rolls on small orders, or waiting for minimum rolling mill tonnages, Allegheny Ludlum Steel Extrusions are your answer. They will save you scrap loss, slash your machining costs, hold down your inventory requirements and cut delivery time. Charge for die design is low—under $200. Orders taken for as little as 40 pounds.

To learn more about the time and cost-cutting possibilities of Allegheny Ludlum Hot Steel Extrusions, send for the technical booklet at the left or call any A-L office for technical assistance.

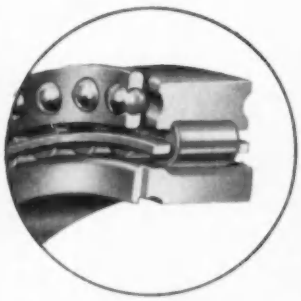
***Allegheny Ludlum Steel Corporation, Oliver Bldg., Pittsburgh 22, Pa.***

WBW 6907

**ALLEGHENY LUDLUM**

**for all your special steel needs**

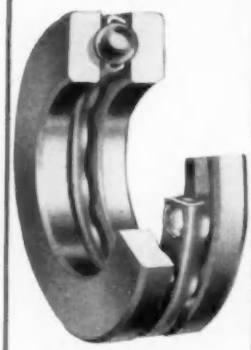
Stainless and high-temperature, electrical and tool steels, magnetic materials, and sintered carbide



COMBINATION ROLLER AND BALL BEARING



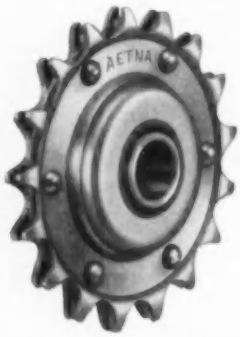
CLUTCH RELEASE BEARING



THRUST BEARING



ROLLER BEARING




STANDARD SPROCKET IDLER UNIT

# Aetna "Firsts"



DETACHABLE LINK IDLER UNIT

Aetna engineers have that inquiring type of mind which is constantly seeking—constantly asking itself questions—constantly developing new and better ways of doing things.

This creative engineering approach has resulted in an imposing record of Aetna "firsts".

**1st** to combine cylindrical roller and ball thrust in a single bearing to divorce the load into pure radial and pure thrust for extremely heavy duty service

**1st** in sales of clutch release bearings for mobile on-and-off the road vehicles—first for more than a quarter-century

**1st** with a complete line of precision-built thrust bearings to meet practically every load, speed and application requirement

**1st** to standardize on true crown rollers for all roller bearings to secure the best load distribution of load stresses for far longer service life—permanently assembled in retainers of a type which maintains alignment and correct spacing

**1st** to combine a roller chain sprocket idler and pre-lubricated ball bearings in a single, compact, easy-to-install single package unit

**1st** ball bearing detachable link sprocket idler with a full complement of ball bearings, self-contouring seals and sturdy sprocket wheel

Take advantage of this creative engineering talent and Aetna's diversified production facilities. Call your local representative listed in the yellow pages of your Classified Phone Book, or write direct for New 15th Edition Catalog and Engineering Manual.

**AETNA BALL AND ROLLER BEARING COMPANY**

**DIVISION OF PARKERSBURGH-AETNA CORPORATION • 4600 SCHUBERT AVE. • CHICAGO 39, ILL.**

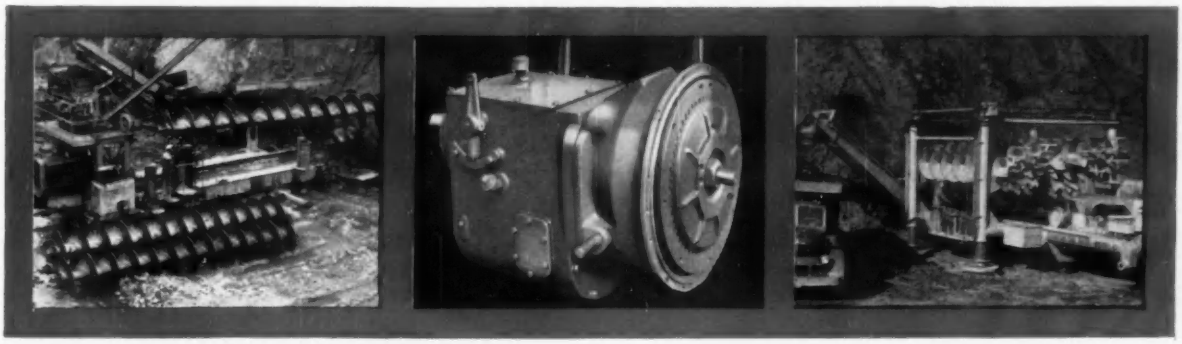
IN DETROIT—SAM T. KELLER, 1212 FISHER BUILDING

Aetna **ANTI-FRICTION CONSULTANT TO LEADING ORIGINAL EQUIPMENT MANUFACTURERS SINCE 1916**

An Assurance of Dependable Service

# COTTA
## HEAVY-DUTY TRANSMISSIONS

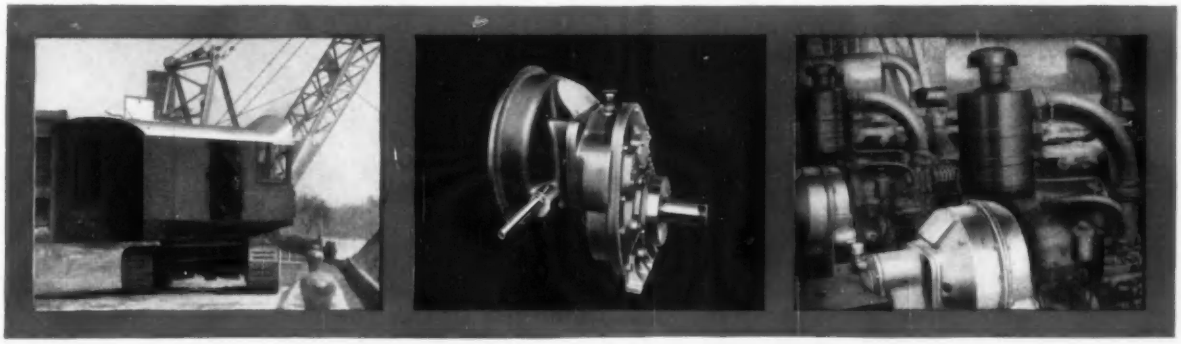
For jobs that ordinary gear-boxes can't handle — heavy-duty loads, continuous day-and-night operation, requiring multi-speeds forward and reverse — come to COTTA for "Engineered-To-Order" Transmissions, custom-designed to fit available space.



An Assurance of Dependable Service

# COTTA
## HEAVY-DUTY REDUCTION UNITS

Take this low-cost way to adapt higher speeds of new engines to lower rpm required for machine operation. Cotta Reduction Units are available in a broad range of ratios . . . input torque of 150 to 2000 foot pounds — for use on cranes, shovels, pumps, etc.



An Assurance of Dependable Service

# COTTA
## TRANSMISSIONS FOR TORQUE CONVERTERS

Get easier control of power through a wide range of torque and speed conditions on mobile equipment with "Engineered-To-Order" Cotta Transmissions. These specially designed, compact transmissions provide increased efficiency on trucks, railcars, winches, drilling rigs, hoists, and other heavy-duty units.



LET US HELP YOU SOLVE YOUR PROBLEM... COTTA TRANSMISSION CO., ROCKFORD, ILL.

# 7 reasons why BENDIX- can help give your trucks




## Preferred by most truckers

It's a fact that Bendix-Westinghouse Air Brakes are favored by more truck operators than are all other air brakes combined. Bendix-Westinghouse Air Brakes on *your* trucks mean that you are offering your customers the kind of braking safety and dependability they want.




## Best performance record

Every component part of the complete Bendix-Westinghouse Air Brake system has been proved for safe, reliable operation in billions of miles of service. When you equip your trucks with Bendix-Westinghouse, you are offering the air brake that has by far the longest list of satisfied customers in the business.




## Service always nearby

No matter where your customers are located, an authorized Bendix-Westinghouse distributor is close at hand. His expert mechanics and his complete stock of repair exchange units and service parts mean that your customers' Bendix-Westinghouse equipment will always be kept in top operating condition.




## Factory operating and maintenance aids

Bendix-Westinghouse distributors and users receive many training aids to help assure dependable service from Bendix-Westinghouse Air Brakes. For example, motion pictures, field and factory service schools, and technical literature are all utilized to assure dependable operation and low-cost maintenance of these brakes.



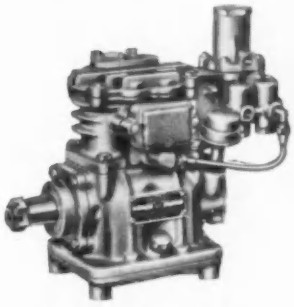

## Factory or field installed

Bendix-Westinghouse Air Brakes are now available either of these two convenient ways. Field changeovers from other types of brakes are made simple and easy by means of Bendix-Westinghouse field installation kits specifically engineered for the vehicle. And, of course, many of your new vehicles can be ordered with factory-installed Bendix-Westinghouse Air Brakes.

# WESTINGHOUSE AIR BRAKES MORE SALES APPEAL!

## 6 TU-FLO compressors for every truck

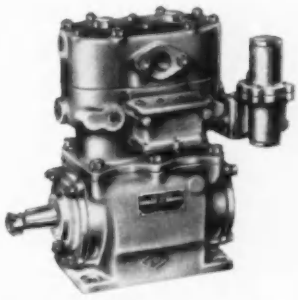
These outstanding compressors bring maximum braking performance to all trucks, tractors, buses and off-the-road equipment. They offer such features as lower discharge temperatures over the entire speed range . . . increased air delivery at low and intermediate speeds where most required . . . improved oil control . . . higher maximum speeds to match trends in engine design . . . no external moving parts . . . and many others.



AIR COOLED TU-FLO 300

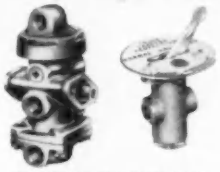


AIR OR WATER COOLED TU-FLO 400



WATER COOLED TU-FLO 500

## 7 Top quality accessories



**TRACTOR PROTECTION VALVE**

Important safety device that protects truck or tractor air brake systems against loss of air pressure due to trailer break-away, leakage, or improperly connected hose lines. New hand control valve located on instrument panel for easy operation.



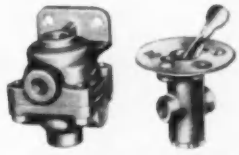
**INDEPENDENT TRAILER-CONTROL VALVE**

Provides highly important independent trailer braking on severe grades, ice, or under otherwise hazardous road conditions. Minimizes "jackknifing".



**AIR HORNS**

Finest warning signal on the highway. Suited to either cab-roof or under-hood installation. Comes in one compact kit with optional hand or foot control.



**COMBINED LIMITING AND QUICK-RELEASE VALVE**

Dash-mounted control within easy reach. Offers driver choice of full front-wheel braking in "Dry Road" position or 50% front-wheel braking in "Slippery Road" position.



**STOP LIGHT SWITCH**

Electro-pneumatic device that operates in conjunction with brake valve and stop light by completing electrical connection the instant brakes are applied. No mechanical connections.



**LOW PRESSURE INDICATOR**

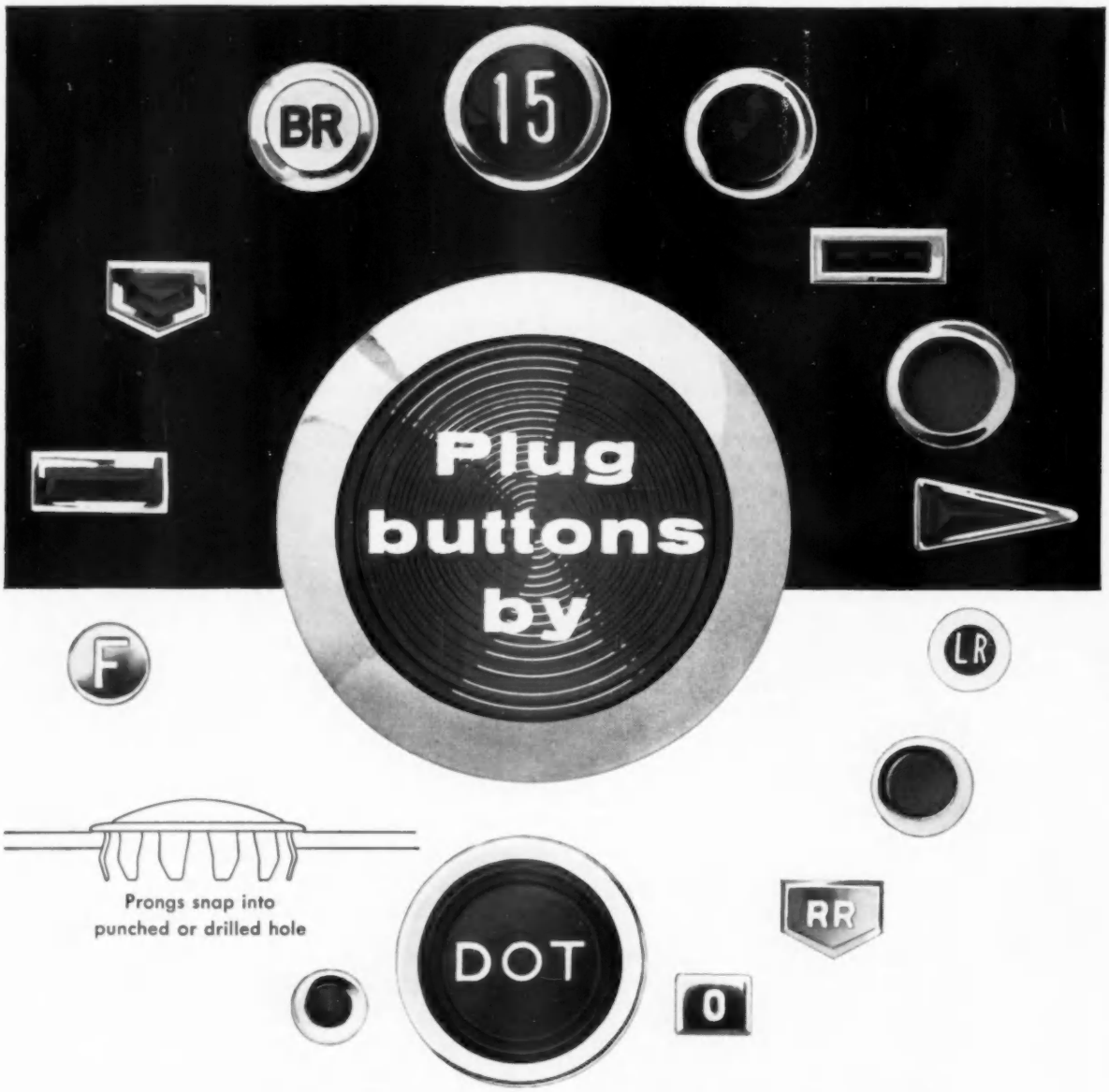
Warns of any abnormal depletion of air. Buzzer or jewelled light notifies driver instantly when air pressure drops below normal.

**Bendix-Westinghouse**

**AUTOMOTIVE AIR BRAKE COMPANY**

BENDIX-WESTINGHOUSE AIR BRAKES

General Offices and Factory: Elyria, Ohio • Branches: Berkeley, California, and Oklahoma City, Okla.




## CUSTOM-DESIGNED AND MASS PRODUCED TO YOUR PARTICULAR REQUIREMENTS

Dot plug buttons were originally used in automobiles to fill spaces on standard models which, on de luxe models would be occupied by such extras as cigarette lighters, radio controls and so on. They are now also widely used as lenses for indicator lights and as identification buttons on instrument and control panels of all kinds.

Available in clear or colored plastics... brass or steel in all standard finishes... embossed and enamel-filled or molded to show company insignia or other identification symbols . . . Dot plug buttons snap into place and stay where they're put even under conditions of extreme vibration. Yet they can be removed and replaced repeatedly without damage.

## CARR FASTENER COMPANY

DIVISION OF UNITED-CARR FASTENER CORPORATION 31 Ames Street, Cambridge 42, Massachusetts

MAKERS OF DOT FASTENERS

**AMBALLOY**... A. M. BYERS ELECTRIC FURNACE QUALITY STEEL PRODUCTS



## YOU CALL...WE'LL COME WITH TECHNICAL HELP

You name the time, the place and the problem. A Byers metallurgist will be there with technical help. Often, as quick as a phone call.

Specialty steels—carbon, alloy and stainless—are areas of the metals business in which our experience could prove invaluable to you. We can work with you to determine which steels are best suited for your requirements. We've made detailed studies of strength, hardness and microstructure of metals. You'll find us adept in many of these skills.

Or maybe you'd like to know something of the men who make our steel? Our facilities? Our tests for quality? Our packaging and loading? The Byers metallurgist has these answers. Ask him to call, soon. A. M. Byers Company, Clark Building, Pittsburgh 22, Pennsylvania.

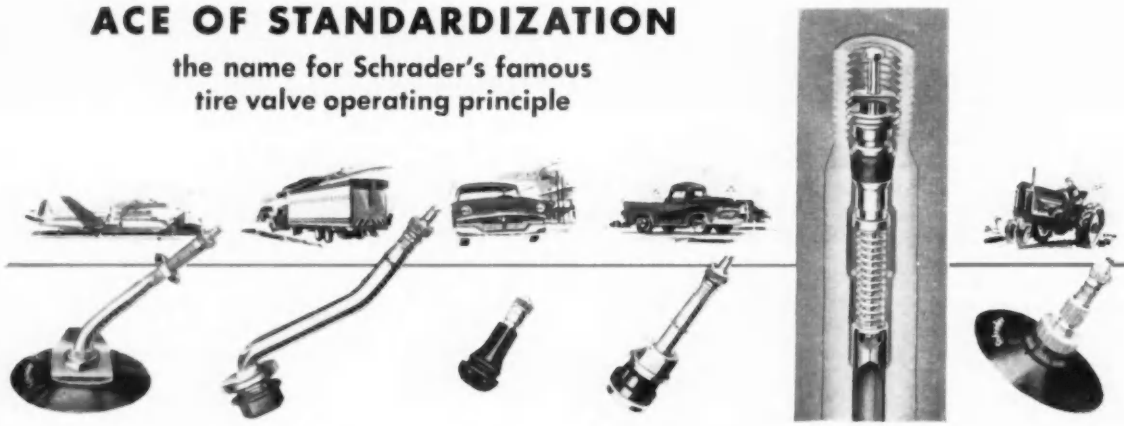
*A growth company with the emphasis on quality and service* **A. M. BYERS COMPANY**

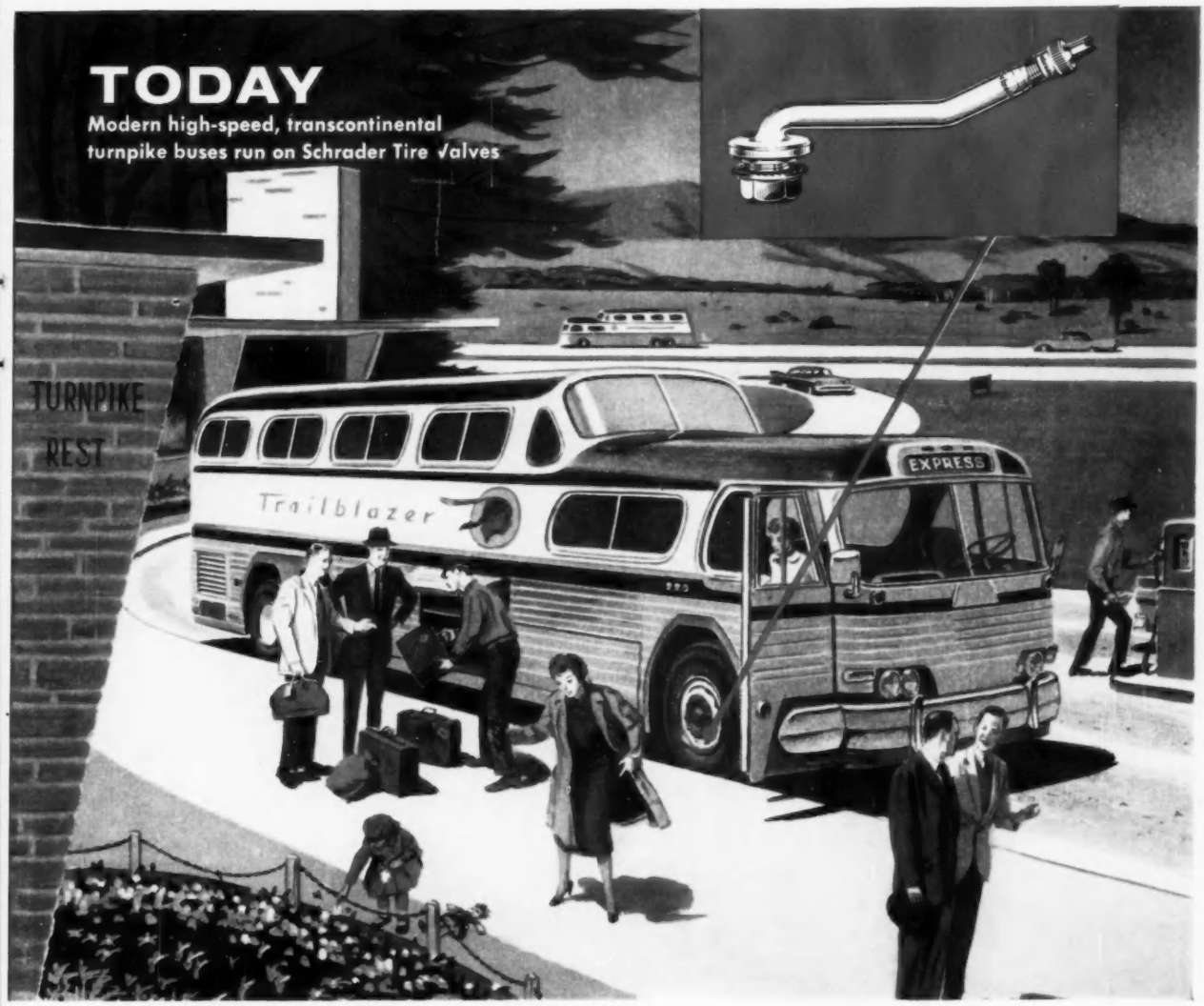



# OUTSTANDING TIRE

## ACE OF STANDARDIZATION

the name for Schrader's famous
tire valve operating principle






# VALVE PERFORMANCE:

## meets the strictest standards of every vehicle

The newest vehicles are better in every detail. The Automotive, Tire and Tire Valve Industries contribute cooperatively to the improvements in new vehicles' design—year after year. Schrader's prime responsibility is to draw upon the skills and experience of the Industry and Schrader's experience as specialists to design and produce the most practical valves for maintaining the vehicles on the "cushion of air" in the tire. A significant sign of this program's success is that the performance of the tire valve is so high that it is taken for granted the world over.

Schrader®
a division of SCOVILL

A. SCHRADER'S SON • BROOKLYN 38, N. Y.
*Division of Scovill Manufacturing Co., Inc.*

FIRST NAME IN TIRE VALVES

FOR ORIGINAL EQUIPMENT AND REPLACEMENT

*A famous name in rubber and steel*
*strikes a colorful new note in aluminum!*

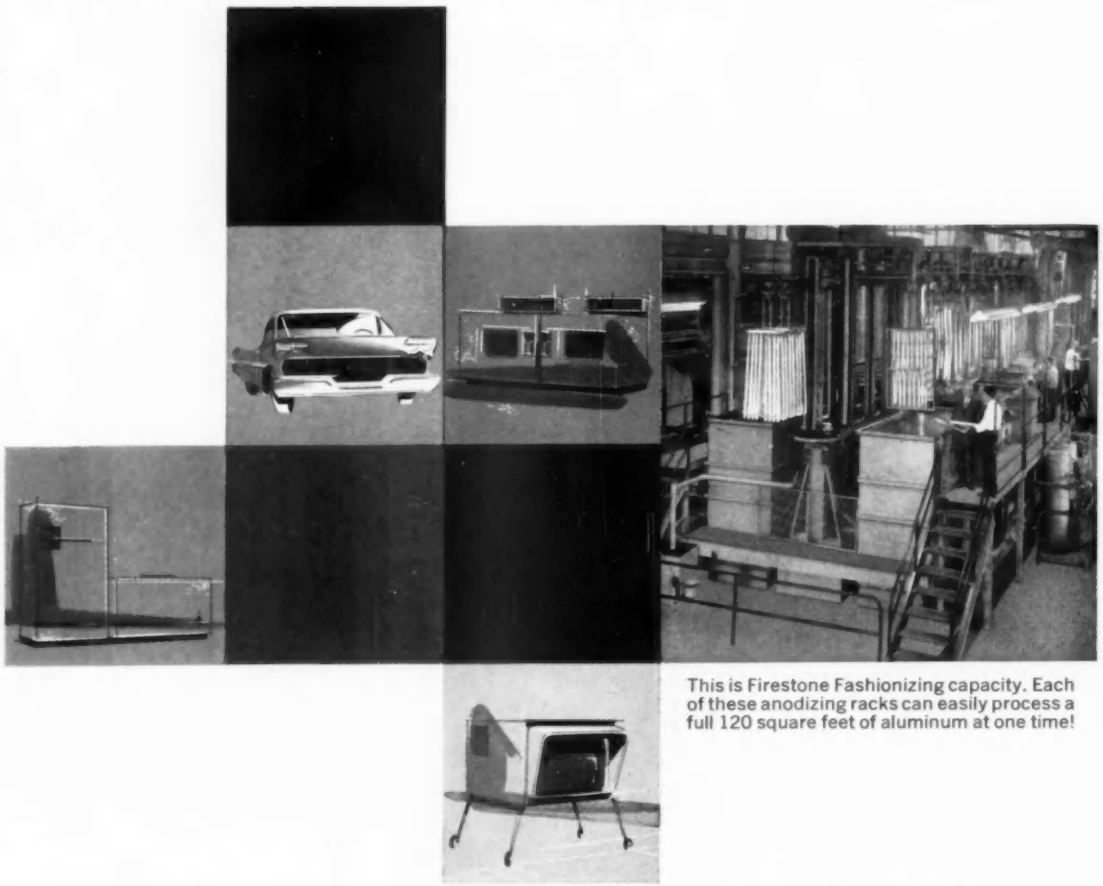
**FIRESTONE** *now producing*

# fashionized aluminum

*color-anodized parts and trim for automotive products and home appliances*

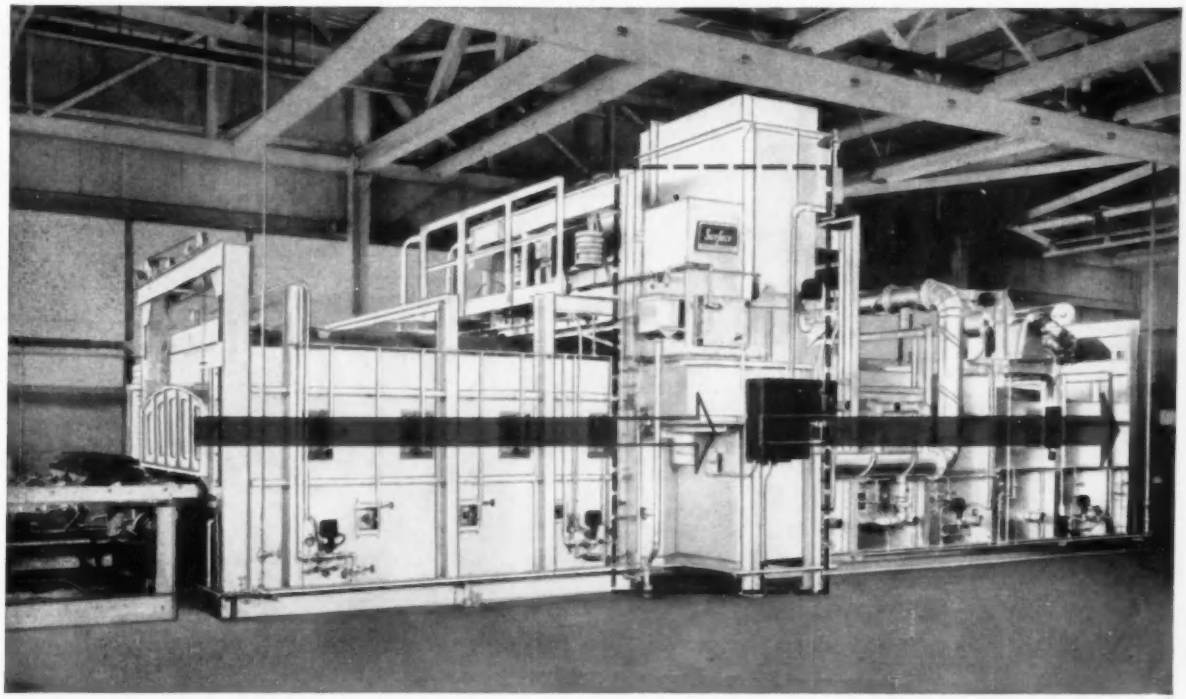
Already brightening everything from cars to kitchens! Fashionized aluminum—from Firestone's huge new fabricating facility. Most completely automated in the industry, it combines Firestone's 50 years of experience in metal fabrication with its demonstrated understanding of a colorful new medium and its countless trim possibilities. It can meet your most exacting specification for Fashionized aluminum—from texture to tint, design to delivery date—in mass-produced part sizes up to seven feet long. Your inquiries, your inspections and your cost comparisons are cordially invited. Write, phone or wire today for full information about Fashionized aluminum.

**FIRESTONE STEEL PRODUCTS COMPANY, AKRON 1, OHIO**



This is Firestone Fashionizing capacity. Each of these anodizing racks can easily process a full 120 square feet of aluminum at one time!

# Superfast cooling for cycle annealing



**A furnace-within-a-furnace** makes this Surface cycle annealer one of the most versatile heat treat units in the country. It anneals, cycle anneals, and normalizes gear forgings of different size, shape, and alloy at the net rate of 864,000 lbs. per month or better.

Such exceptional versatility is achieved by a superfast cooling zone. Really a full convection furnace within a direct-fired furnace, this zone is isolated by refractory doors. It can be used or by-passed, depending on which of many cycles the customer wants. As a result, the customer can heat treat as many as 13 different alloys in this one furnace.

Adding to the flexibility of the furnace is a modular tray design. Each module is an 18x20-inch chrome alloy casting. Modules can be combined to hold any size of work up to 800 pounds. They are also used to carry work outside the furnace.

This furnace-within-a-furnace is another proof that Surface engineers are old hands at creating new ideas in heat treating.

Write for Bulletin SC-146 on cycle annealing.

*Surface Combustion Corporation, 2397 Dorr St., Toledo 1, Ohio. In Canada: Surface Industrial Furnaces, Ltd., Toronto, Ontario.*

*wherever heat is used in industry*

Surface®

# MOLDED FIBER GLASS*







**cuts tooling time 50%...**
**cuts tooling costs 80%...**
**makes automotive parts better!**













* MOLDED FIBER GLASS is the exclusive trade name for fiberglass reinforced plastic products custom molded by the Molded Fiber Glass Body Company.

Every year, more and more automotive manufacturers are turning to tough MOLDED FIBER GLASS to spruce up designs . . . speed up styling changes . . . slash total costs. Because, from drawing board to production, MOLDED FIBER GLASS parts require only half the time, and tools cost only one-fifth as much as for metal parts. And if your production requirements are 25,000 or less . . . you'll save money by using MOLDED FIBER GLASS parts.

MOLDED FIBER GLASS can be molded into shapes which you can't make with metal. Complex, deep-draw parts can be molded in one piece . . . pigmented in any color, or painted.

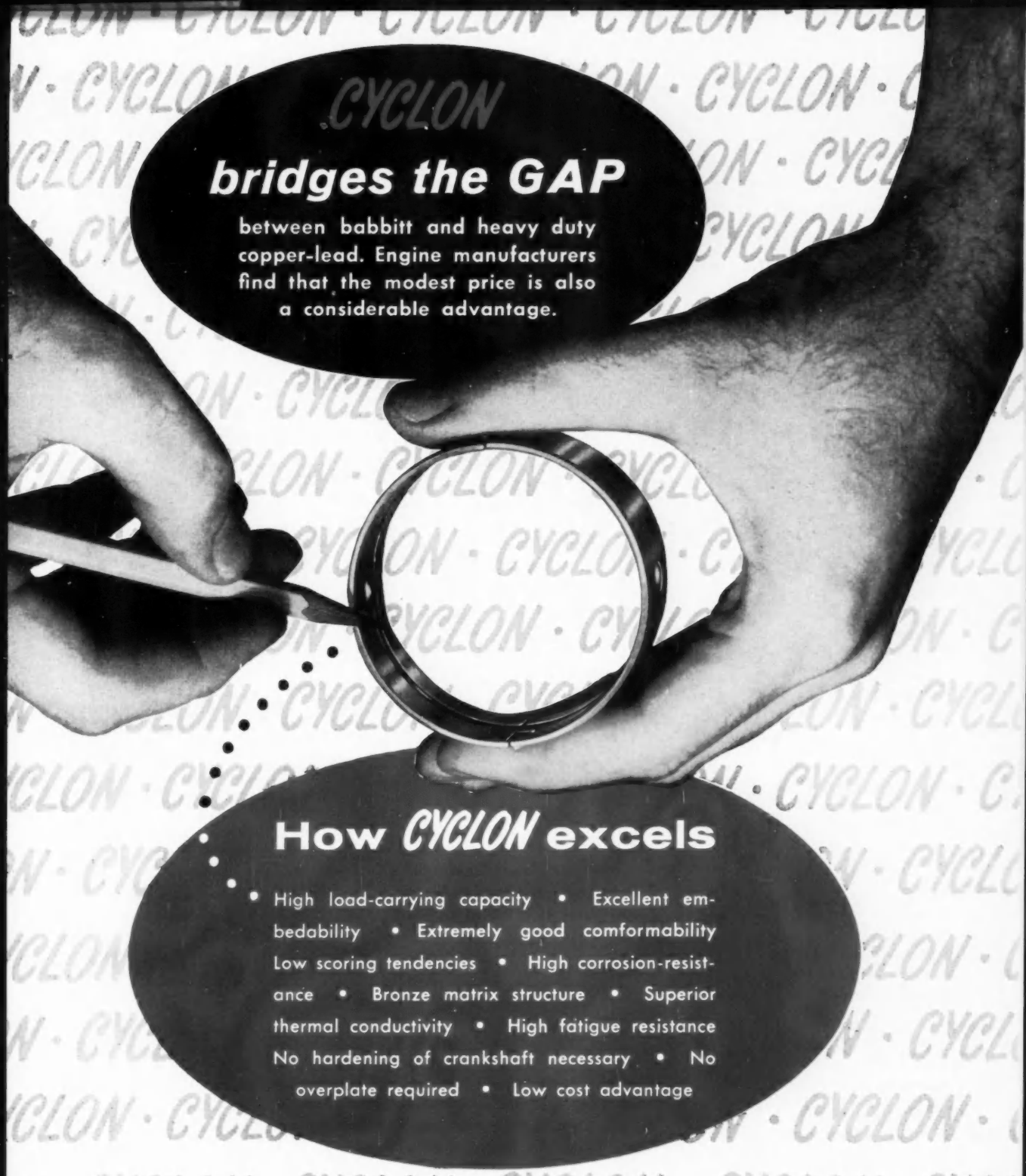
Besides all this . . . MOLDED FIBER GLASS makes automotive parts *better*, because:

1. MOLDED FIBER GLASS combines high strength with light weight.
2. It's impact resistant . . . returns to original shape after heavy impact.
3. It won't rust or corrode . . . serves as an effective sound deadener . . . has a low rate of heat transfer.

***Do you have an application for this remarkable material?***
***Write today for detailed information.***

GREATEST NAME MOLDED FIBER GLASS IN REINFORCED PLASTICS

**MOLDED FIBER GLASS BODY COMPANY**
**4611 BENEFIT AVENUE, ASHTABULA, OHIO**




**DETROIT ALUMINUM & BRASS CORPORATION**

DETROIT 11, MICHIGAN

MANUFACTURERS OF ORIGINAL EQUIPMENT SINCE 1925

# resists corrosion



Sea Turtles wear an armored shell that resists both enemies and elements. And Parish Pressed Steel Company, a division of Dana Corporation and a leading manufacturer of automotive chassis and frames, uses A. W. Dynalloy steel for much the same reason . . . resists corrosion!

There are other reasons, of course. A.W. Dynalloy is

. . . stronger per unit of weight
. . . easy to weld
. . . easy to form

As with Parish Pressed Steel, A.W. Dynalloy can help you get more value per dollar spent for your product. Send for our A. W. Dynalloy booklet which gives complete information. Write Marketing Division, Dept. DY-E90.

# A.W. DYNALLOY

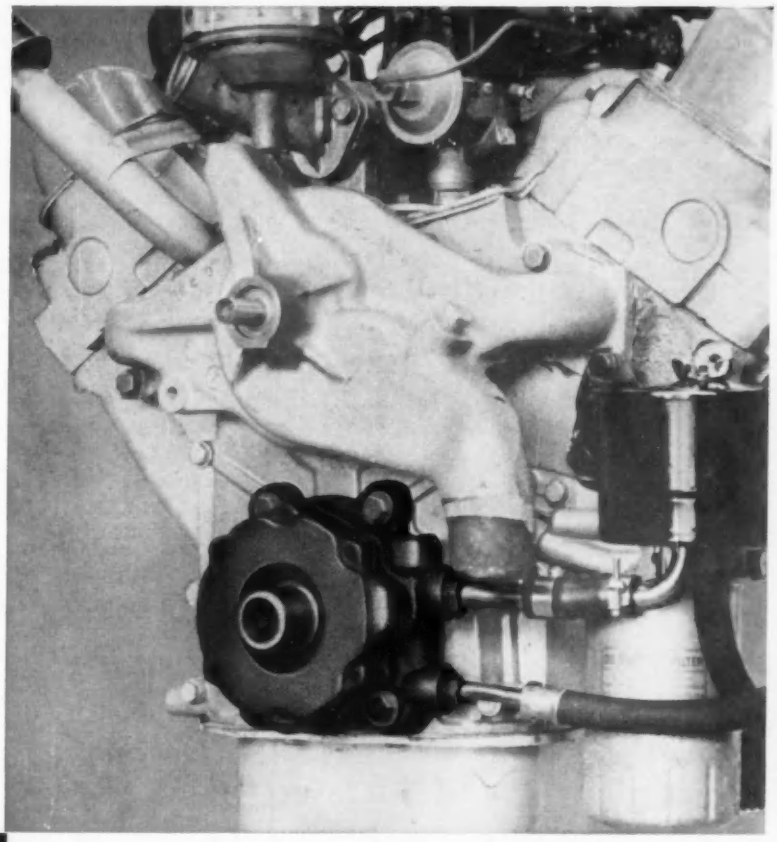
## ALAN WOOD STEEL COMPANY

*steelmasters for more than a century and a quarter* *CONSHOHOCKEN, PA.*

DISTRICT OFFICES AND REPRESENTATIVES: Philadelphia • New York • Los Angeles • Atlanta • Boston • Buffalo • Cincinnati • Cleveland • Detroit • Houston • Pittsburgh • Richmond • St. Paul • San Francisco • Seattle • Montreal & Toronto, Canada—A.C. Leslie & Co., Limited

saving
accessory
space

on the 1958
# Mercury






## new VICKERS
## direct crankshaft-driven power steering pump

Designed to be an integral part of the engine, this Vickers advanced design power steering pump mounts on the engine front cover for direct crankshaft drive. Elimination of mounting bracket and V-belt drive saves vital engine compartment space and simplifies power transmission problems. The direct crankshaft drive also assures power for steering under all conditions.

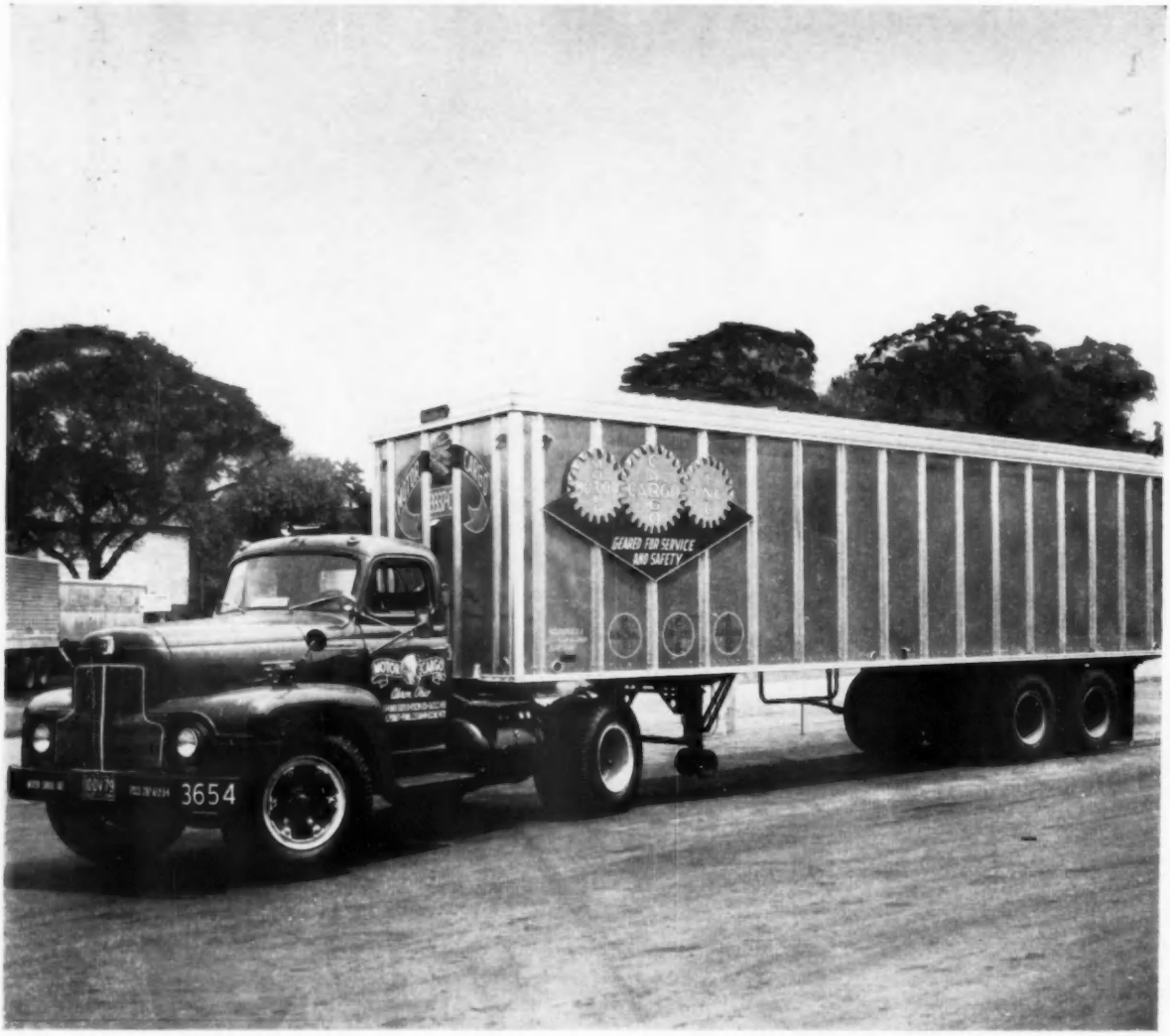
This new pump, incorporating time tested Vickers features, is a result of coordinated teamwork between automotive manufacturer and supplier . . . the kind of teamwork that builds great products.

**VICKERS INCORPORATED**
DIVISION OF SPERRY RAND CORPORATION
AUTOMOTIVE PRODUCTS DEPARTMENT
MOBILE HYDRAULICS DIVISION
ADMINISTRATIVE and ENGINEERING CENTER
DEPARTMENT 1428 • DETROIT 32, MICH.

MORE VICKERS TYPE VANE PUMPS
than all other makes
combined are used for
HYDRAULIC POWER STEERING

7972

*ENGINEERS AND BUILDERS OF OIL HYDRAULIC EQUIPMENT SINCE 1921*




# *Geared by FULLER . . .*

## *415 durable Fuller Transmissions cut Motor Cargo's maintenance costs*

"The 415 Fuller 5-speed 5-A-43 Transmissions in our fleet give a long useful life of approximately 325,000 miles in 3 years, before we put them on city pick-up work for another 3 years. Maintenance cost is extremely low," says Joseph B. Boynton, Superintendent of Equipment and Garages for Motor Cargo, Inc., Akron, Ohio.

Fuller Transmissions provide not only long and satisfactory service but also they help pull the payloads through on schedule. *Right* gear ratios, smoother shifting, faster trip time, longer engine life . . . add up to greater profits for Fuller Transmission users.

Ask your truck dealer now for full details on the most efficient, easiest-shifting Fuller Transmission . . . designed with your specific job and equipment in mind.

Above: Motor Cargo rig—International Tractor is equipped with 5-A-43 Fuller Transmission.

**FULLER**

**TRANSMISSIONS**

FULLER MANUFACTURING CO. Transmission Division • Kalamazoo, Mich. Unit Drop Forge Div., Milwaukee 1, Wis. • Shuler Axle Co., Louisville, Ky. (Subsidiary) • Sales & Service, All Products, West. Dist. Branch, Oakland 8, Cal. and Southwest. Dist. Office, Tulsa 3, Okla.

## How BCA Specialization pays off for Original Equipment Manufacturers

Improved product performance and real production economies are assured when you count on BCA for ball bearings. BCA specializes in ball bearings for automotive applications—cars, trucks, buses, off-the-highway equipment . . . farm implements. This experience plus our manufacturing flexibility can serve you well. Bearings Company of America Division, Federal-Mogul-Bower Bearings, Inc., Lancaster, Pa.




BCA

BEARINGS COMPANY OF AMERICA

DIVISION OF

Federal-Mogul-Bower Bearings, Inc.



# BLOOD BROTHERS Universal Joints

**"get the power through" to make our highways come sooner . . .**





CATERPILLAR

INTERNATIONAL





MICHIGAN

TRACTOMOTIVE



It's a rough, tough, shock-and-strain life for the average 'dozer and loader. But machines like these are ready for it. Part by part, they've had long life engineered right in from the start.

Blood Brothers Universal Joints, for example, are one of the rugged, dependable components you'll find . . . selected for their field-proved ability to withstand punishment.

On these machines—and many other kinds of road-building equipment—Blood Brothers Universal Joints "get the power through" dependably. It's one of their vital functions to help make our highways come sooner.

If you build heavy-duty equipment, write for Bulletin 557—or call on our engineers for suggestions.



**ROCKWELL SPRING AND AXLE CO.**

**Blood Brothers Machine Division**

ALLEGAN, MICHIGAN

UNIVERSAL JOINTS
AND DRIVE LINE
ASSEMBLIES

©1958, Blood Brothers Machine Div.

# Better Chains...

## BEGIN WITH

## SHARON QUALITY

## CHAIN STEELS



Tough, rugged—yet ductile steels, developed and held to exacting specification, coil after coil—that's why chainmakers who once try Sharon Chain Steels become regular buyers.

If you are in the business of making chain, why not talk to Sharon metallurgists and take advantage of the first-hand knowledge of chain steels that comes from years of developing special alloys for the chain industry.

SHARONSTEEL

# SHARON STEEL CORP.

SHARON, PENNSYLVANIA

# Waldes Truarc GRIP RINGS Replace Expensive Parts... Reduce Manufacturing Costs...Eliminate Rejects

## WALDES TRUARC SERIES 5555 GRIP RING*

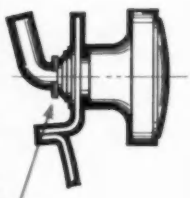
**application: external for shafts**

**range: .077 in. — .755**

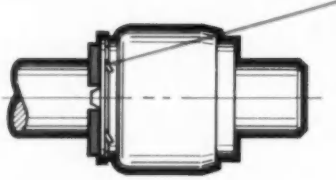
The Waldes Truarc Grip Ring requires no groove, holds fast by friction forces, can be used again and again. It provides a positioning shoulder secure against moderate thrusts or vibration. The ring's unusually large radial width exerts considerable frictional hold against axial displacement.

*U. S. Pat. No. 2,574,034

### Rings cut costs 33%, eliminate rejects



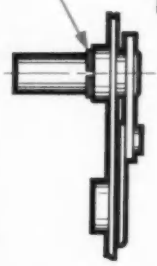
B & J Tool uses series 5555 grip ring to secure parts of damper control made for Vulcan Radiator. Shaft formerly was machined down to provide coil spring shoulder, often broke during bending operation. (Rejects ran as high as 80%!) New design eliminated rejects and field failures, cut production costs 33%.



### Rings save $300 per die, $.03 unit

Ray Oil Burner Co. uses a Truarc series 5555 grip ring in fuel pump drive shaft to position seal and drive it to assure continuous rotation with shaft. Original design used complicated die-cast collar and driver which required special groove and shoulder. Savings: $300 per die for each size manufactured, $.03 per part.

### Rings save $32.42/M:



Swift Business Machine Co. replaced collars and set screws in hollow shaft assembly of its adding machine with series 5555 grip rings, saving $32.42 per 1000 units. Rings require no groove, make possible positioning adjustments without slippage encountered when set screws were used.

**Whatever you make,** there's a Waldes Truarc Ring designed to save you material, machining and labor costs, and to improve the functioning of your product.

In Truarc, you get

**Statistically Controlled Quality** from engineering and raw materials to the finished product. Every step in manufacture watched and checked in Waldes' own modern plant.

**Complete Selection:** 36 functionally different types. As many as 97 standard sizes within a ring type. 5 metal specifications and 14 different finishes. All types available quickly from leading OEM distributors in 90 stocking points throughout the U. S. and Canada.

**Field Engineering Service:** More than 30 engineering-minded factory representatives and 700 field men are at your call.

**Design and Engineering Service** not only helps you select the proper type of ring for your purpose, but also helps you use it most efficiently. Send us your blueprints today . . . let our Truarc engineers help you solve design, assembly and production problems . . . without obligation.



**WALDES**

**TRUARC®**

**RETAINING RINGS**

**WALDES KOHINOOR, INC., LONG ISLAND CITY 1, N. Y.**

**Waldes Kohinoor, Inc., 47-16 Austel Place, L.I.C.1, N.Y.**

Please send new, descriptive catalog showing all types of Truarc rings and representative case history applications.

(Please print)

Name_____

Title_____

Company_____

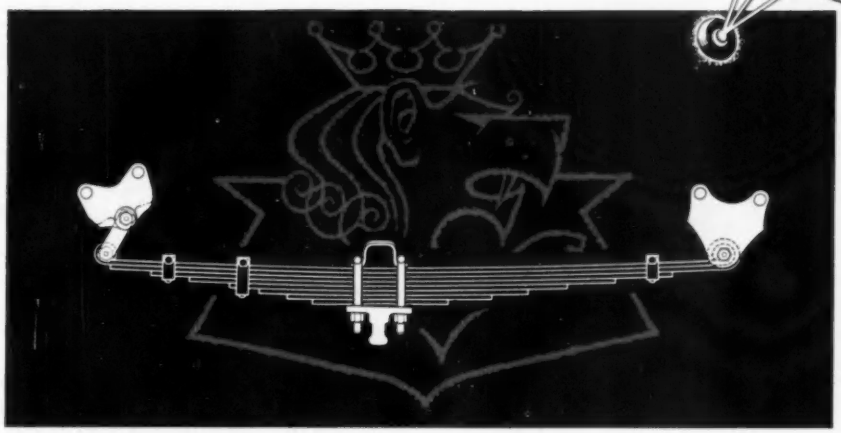
Business Address_____

City_____ Zone____ State_____ AY 030

**Consult the Yellow Pages of Your Telephone Directory for Name of Local Truarc Factory Representative and Authorized Distributor.**

# "Functional Simplicity"



# . . . Hallmark of Modern Design

The "functional simplicity" of leaf spring design provides performance-proven suspension PLUS the BUILT-IN FACTORS of impact cushioning—self alignment—load balance control—sidesway control—shock absorbing action.

***Leaf springs can be designed to fit any desired ride requirement.***



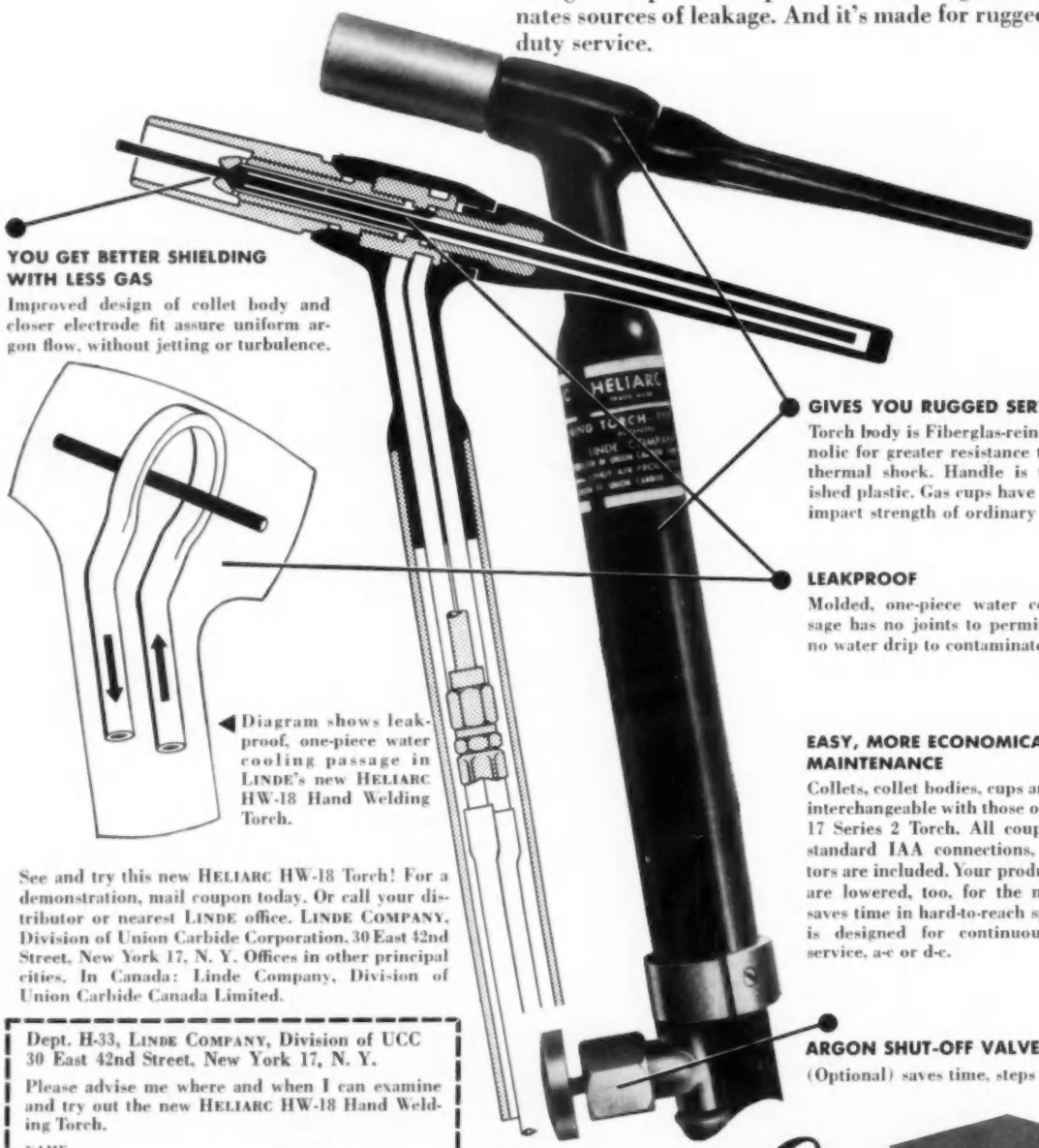
**DSP**
*Leaf*
**SPRINGS**

**DETROIT STEEL PRODUCTS DIVISION**
OF *Fenestra* INCORPORATED
1500 Trombly Avenue, Detroit 11, Michigan

*Since 1904—Original equipment on cars, trucks, cabs, buses, trailers*

# Here's a NEW WELDING TORCH that's WATERTIGHT... built for HEAVY-DUTY SERVICE ...yet weighs only 7 OUNCES!

This new HELIARC HW-18 Hand Welding Torch weighs only 7 ounces, making it easy for you to handle, less tiring. The special one-piece water cooling channel eliminates sources of leakage. And it's made for rugged, heavy-duty service.




**YOU GET BETTER SHIELDING WITH LESS GAS**

Improved design of collet body and closer electrode fit assure uniform argon flow, without jetting or turbulence.

**GIVES YOU RUGGED SERVICE**

Torch body is Fiberglas-reinforced phenolic for greater resistance to heat and thermal shock. Handle is tough, polished plastic. Gas cups have 4 times the impact strength of ordinary cups.

**LEAKPROOF**

Molded, one-piece water cooling passage has no joints to permit leakage—no water drip to contaminate welds.



◀ Diagram shows leakproof, one-piece water cooling passage in LINDE's new HELIARC HW-18 Hand Welding Torch.

**EASY, MORE ECONOMICAL MAINTENANCE**

Collets, collet bodies, cups and caps are interchangeable with those of your HW-17 Series 2 Torch. All couplings have standard IAA connections, and adaptors are included. Your production costs are lowered, too, for the new HW-18 saves time in hard-to-reach spots. Torch is designed for continuous 300-amp service, a-c or d-c.

**ARGON SHUT-OFF VALVE**

(Optional) saves time, steps and argon.

See and try this new HELIARC HW-18 Torch! For a demonstration, mail coupon today. Or call your distributor or nearest LINDE office. LINDE COMPANY, Division of Union Carbide Corporation, 30 East 42nd Street, New York 17, N. Y. Offices in other principal cities. In Canada: Linde Company, Division of Union Carbide Canada Limited.

Dept. H-33, LINDE COMPANY, Division of UCC
30 East 42nd Street, New York 17, N. Y.

Please advise me where and when I can examine and try out the new HELIARC HW-18 Hand Welding Torch.

NAME _____

COMPANY _____

STREET _____

CITY _____ ZONE ____ STATE _____

FOR THE BEST IN ELECTRIC WELDING LOOK TO *Linde* TRADE MARK

UNION CARBIDE

The terms "Linde," "Heliarc," and "Union Carbide" are registered trade-marks of Union Carbide Corporation.

# AUTOMOTIVE ENGINE SECTION

**PRODUCTION SPECIFICATIONS**

•

GASOLINE ENGINES

DIESEL ENGINES

SMALL GASOLINE ENGINES

OUTBOARD MOTORS

2

**AUTOMOTIVE INDUSTRIES**

40TH ANNUAL

**STATISTICAL ISSUE 1958**

# Preferred

by more engine manufacturers
for original equipment
and replacement service
than any other piston ring!



**WHITE**—one of the leading engine manufacturers using Perfect Circle chrome rings for both original equipment and replacement service.

Behind the world-wide preference for Perfect Circle is a history of more than half a century of PC engineering leadership—and more. There's a history, too, of unceasing creative research...a constant search for the new and the better...matchless manufacturing skills... and scores of contributions to the forward march of the automotive industry, year after year.

Whenever you have a problem concerning piston rings or related engine components, you are invited to call upon our engineering and research facilities. Perfect Circle Corporation, Hagerstown, Indiana; The Perfect Circle Co., Ltd., 888 Don Mills Road, Don Mills, Ontario.

*Since 1903...partner in progress to the automotive industry*

**PERFECT CIRCLE PISTON RINGS**

# INTERNAL COMBUSTION ENGINE SHIPMENTS

## (EXCEPT AUTOMOTIVE AND AIRCRAFT)

*As reported by the Industry Division, Bureau of the Census*

These data relate to engines designed primarily for use in generating power; oil and gas-field pumping; locomotives; agriculture machinery; tractors; power lawn mowers; inboard and outboard motor boats; air compressors; and similar applications.

## Quantity and Value of Shipments by Type of Engine, by Years

| Type of Engine | Total Engines Produced | Shipments: No. of Engines | Shipments: Value at Plant | Used in Product of Same Co. |
|---|---|---|---|---|
| **1956** | | | | |
| Gasoline | 5,883,349 | 5,055,039 | $237,465,000 | 828,310 |
| Diesel | 140,814 | 56,462 | 214,830,000 | 84,352 |
| Outboard | 641,527 | 641,527 | 150,388,000 | ..... |
| Gas | 20,472 | 9,289 | 47,196,000 | 11,183 |
| Total—1956 | 6,686,162 | 5,762,317 | $649,878,000 | 933,845 |
| **1955** | | | | |
| Gasoline | 4,932,259 | 4,017,848 | $216,130,000 | 914,411 |
| Diesel | 139,231 | 60,778 | 191,612,000 | 78,453 |
| Outboard | 514,728 | 514,728 | 101,553,000 | ..... |
| Gas | 18,038 | 7,900 | 34,179,000 | 10,138 |
| Total—1955 | 5,604,256 | 4,601,254 | $543,474,000 | 1,003,002 |
| **1954** | | | | |
| Gasoline | 3,669,905 | 2,993,575 | $179,323,000 | 675,930 |
| Diesel | 104,686 | 48,639 | 172,271,000 | 56,047 |
| Outboard | 479,350 | 479,350 | 76,039,000 | ..... |
| Gas | 10,691 | 6,190 | 25,993,000 | 4,501 |
| Total—1954 | 4,264,232 | 3,527,754 | $453,626,000 | 736,478 |
| **1953** | | | | |
| Gasoline | 2,989,175 | 2,205,964 | $171,289,000 | 783,211 |
| Diesel | 117,628 | 56,553 | 232,488,000 | 59,075 |
| Outboard | 467,584 | 467,584 | 67,489,000 | ..... |
| Gas | 9,615 | 3,133 | 37,615,000 | 6,482 |
| Dual-fuel | 8,972 | 4,648 | 10,743,000 | 4,324 |
| Total—1953 | 3,592,974 | 2,739,882 | $519,624,000 | 853,092 |

## 1956 Gasoline Engine Shipments by Hp and Displacement

| Size Group | Total Engines Produced | Shipments: No. of Engines | Shipments: Value at Plant | Used in Product of Same Co. |
|---|---|---|---|---|
| **HORSEPOWER RATINGS** | | | | |
| Under 2 | 1,579,232 | 1,521,621 | $ 33,954,000 | 57,611 |
| 2.0–2.9 | 3,116,470 | 2,795,148 | 69,247,000 | 321,322 |
| 3.0–3.9 | 348,520 | 287,640 | 10,119,000 | 60,880 |
| 4.0–5.9 | 262,199 | 107,306 | 7,548,000 | 154,893 |
| 6.0–6.9 | 23,486 | 14,978 | 1,002,000 | 8,506 |
| 7.0–7.9 | 12,073 | 1,786 | 499,000 | 10,287 |
| 8.0–10.9 | 72,644 | 64,574 | 6,982,000 | 8,070 |
| 11–15 | 57,312 | 32,625 | 5,864,000 | 24,687 |
| 16–20 | 9,672 | 8,424 | 2,389,000 | 1,248 |
| 21–30 | 77,006 | 29,551 | 8,970,000 | 47,455 |
| 31–35 | 21,199 | 17,619 | 5,338,000 | 3,580 |
| 36–45 | 85,216 | 32,842 | 7,851,000 | 52,374 |
| 46–50 | 51,460 | 23,947 | 6,252,000 | 27,513 |
| 51–60 | 63,088 | 24,354 | 7,475,000 | 38,734 |
| 61–80 | 28,224 | 26,571 | 12,552,000 | 1,653 |
| 81–100 | 29,952 | 27,462 | 11,869,000 | 2,490 |
| 101–150 | 30,989 | 24,886 | 17,818,000 | 6,103 |
| 151 and over | 14,607 | 13,705 | 21,736,000 | 902 |
| Total—1956 | 5,883,349 | 5,055,039 | $237,465,000 | 828,310 |
| **PISTON DISPLACEMENT** | | | | |
| Under 6 | 1,327,274 | 881,390 | $ 19,027,000 | 445,884 |
| 6.0–10.9 | 3,856,666 | 3,708,731 | 93,331,000 | 147,935 |
| 11–15 | 73,981 | 65,615 | 4,268,000 | 8,366 |
| 16–20 | 141,022 | 47,614 | 3,222,000 | 21,773 |
| 21–30 | | 71,635 | 5,485,000 | |
| 31–40 | 11,149 | 8,192 | 1,345,000 | 2,957 |
| 41–50 | 13,409 | 10,143 | 2,251,000 | 3,266 |
| 51–75 | 52,404 | 36,389 | 6,464,000 | 16,015 |
| 76–100 | 12,513 | 9,514 | 3,414,000 | 2,999 |
| 101–125 | 73,174 | 27,512 | 7,302,000 | 45,662 |
| 126–150 | 69,948 | 45,482 | 11,410,000 | 24,466 |
| 151–200 | 87,851 | 32,793 | 9,647,000 | 55,058 |
| 201–225 | 19,978 | 13,858 | 5,832,000 | 6,120 |
| 226–250 | 70,076 | 51,139 | 22,626,000 | 18,937 |
| 251–300 | 29,266 | 13,878 | 6,129,000 | 15,388 |
| 301–350 | 32,624 | 19,026 | 12,787,000 | 12,360 |
| 351–400 | | 1,238 | 952,000 | |
| 401–500 | 7,244 | 6,192 | 9,920,000 | 1,052 |
| 501 and over | 4,770 | 4,698 | 12,071,000 | 72 |
| Total—1956 | 5,883,349 | 5,055,039 | $237,465,000 | 828,310 |

## 1956 Diesel Engine Shipments by Hp Ratings and Displacement

| Size Group | Total Engines Produced | Shipments: No. of Engines | Shipments: Value at Plant | Used in Product of Same Co. |
|---|---|---|---|---|
| **HORSEPOWER RATINGS** | | | | |
| Under 10 | | 322 | $ 968,000 | |
| 11–20 | | 422 | 394,000 | |
| 21–30 | 13,511 | 310 | 396,000 | 7,709 |
| 31–40 | | 2,986 | 2,034,000 | |
| 41–50 | | 1,762 | 1,457,000 | |
| 51–70 | 32,554 | 7,036 | 8,986,000 | 25,518 |
| 71–100 | 26,645 | 11,094 | 17,388,000 | 15,551 |
| 101–150 | 28,661 | 14,026 | 33,993,000 | 14,635 |
| 151–200 | 18,265 | 10,049 | 37,203,000 | 8,216 |
| 201–300 | 14,141 | 5,094 | 33,713,000 | 9,047 |
| 301–400 | 2,809 | 1,523 | 10,515,000 | 1,288 |
| 401–500 | | 653 | 14,526,000 | |
| 501–600 | | 336 | 4,873,000 | |
| 601–700 | 1,803 | 66 | 2,630,000 | 403 |
| 701–800 | | 294 | 4,305,000 | |
| 801–900 | | 51 | 1,193,000 | |
| 901–1,000 | 70 | 70 | 4,089,000 | ..... |
| 1,001–1,500 | 567 | 113 | 9,558,000 | 454 |
| 1,501 and over | 1,788 | 255 | 26,609,000 | 1,533 |
| Total—1956 | 140,814 | 56,462 | $214,830,000 | 84,352 |
| **PISTON DISPLACEMENT** | | | | |
| Under 51 | | 267 | $ 896,000 | |
| 51–100 | 6,647 | 352 | 338,000 | 2,088 |
| 101–150 | | 3,940 | 4,618,000 | |
| 151–200 | 2,748 | 2,485 | 2,050,000 | 263 |
| 201–250 | 33,707 | 6,552 | 8,784,000 | 16,118 |
| 251–300 | | 11,037 | 18,647,000 | |
| 301–400 | 29,222 | 4,143 | 6,923,000 | 25,079 |
| 401–500 | 17,762 | 9,078 | 23,462,000 | 8,684 |
| 501–600 | 15,988 | 3,139 | 10,604,000 | 12,849 |
| 601–800 | 11,211 | 7,542 | 28,775,000 | 3,689 |
| 801–1,000 | 11,472 | 3,298 | 16,712,000 | 8,174 |
| 1,001–1,500 | 9,116 | 2,298 | 15,229,000 | 6,818 |
| 1,501–2,000 | 781 | 707 | 9,662,000 | 74 |
| 2,001–3,000 | 1,235 | 590 | 11,190,000 | 144 |
| 3,001–5,000 | | 501 | 16,483,000 | |
| 5,001–10,000 | 578 | 258 | 13,290,000 | 320 |
| 10,001–15,000 | | 127 | 8,951,000 | |
| 15,001–25,000 | 347 | 60 | 4,648,000 | 72 |
| 25,001 and over | | 88 | 13,568,000 | |
| Total—1956 | 140,814 | 56,462 | $214,830,000 | 84,352 |

## 1956 Outboard Engine Shipments by Hp Ratings and Displacement

| Size Group | No. of Engines | Value at Plant | Avg. Value per Engine |
|---|---|---|---|
| **HORSEPOWER RATINGS** | | | |
| Under 5 | 50,689 | $ 4,088,000 | $ 80.65 |
| 5.0–5.9 | 104,440 | 14,065,000 | 134 67 |
| 6.0–6.9 | 1,441 | 180,000 | 124.91 |
| 7.0–8.9 | 88,577 | 13,826,000 | 156 09 |
| 9.0–12.9 | 76,619 | 15,447,000 | 201.61 |
| 13 and over | 319,761 | 102,782,000 | 321.43 |
| Total—1956 | 641,527 | $150,388,000 | $234.42 |

| Size Group | No. of Engines | Value at Plant | Avg. Value per Engine |
|---|---|---|---|
| **PISTON DISPLACEMENT** | | | |
| Under 6 | 42,247 | $ 3,513,000 | $ 83.15 |
| 6 0–8 9 | 104,892 | 13,614,000 | 129.79 |
| 9 0–11 9 | 45,346 | 6,054,000 | 133.51 |
| 12 0–14.9 | 62,658 | 10,785,000 | 172.12 |
| 15.0 and over | 386,384 | 116,422,000 | 301.31 |
| Total—1956 | 641,527 | $150,388,000 | $234.42 |

# GASOLINE ENGINES — 1958

## TRUCKS • BUSES • TRACTORS

| Line Number | ENGINE MAKE AND MODEL | Designed for | Number of Cylinders, Bore and Stroke (In.) | MAXIMUM BRAKE Hp. at Specified R.P.M. | | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) with or without Accessories | Cylinder Liners—Type | Crankcase—Upper Half Integral with Cylinders | VALVES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | With Bare Engine | With Standard Accessories | | | | | | Arrangement | Exhaust Head Material (S.A.E. No.) | Max. Head Diameter (In.) | | Min. Port Diameter (In.) | | Lift (In.) | | Stem Diameter (In.) | |
| | | | | | | | | | | | | | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust |
| 1 | Allis-Chalmers B-125 | Tr,Ind | 4-3⅝x3½ | 30-1900 | 28.3-1900 | 125.2 | 6.25 | 92-1300 (EA) | W | In | I | Sil | 1.43 | 1.31 | 1.26 | 1.03 | .360 | .360 | .341 | .341 |
| 2 | W-226 | Tr,Ind | 4-4x4½ | 63.6-1800 | 60-1800 | 226.0 | 6.45 | 193-1000 (EA) | W | In | I | Sil | 1.69 | 1.50 | 1.50 | 1.32 | .376 | .360 | .372 | .372 |
| 3 | 4B-153 | Tr,Ind | 4-3⅛x4½ | 47-2400 | 37-2000 | 153.0 | 6.00 | 112-1500 (BE) | W | In | I | 2112 | 1.50 | 1.28 | 1.37 | 1.12 | .429 | .429 | .312 | .312 |
| 4 | 4B-182 | Tr,Ind | 4-3¼x4½ | 56-2400 | 47-2000 | 182.0 | 5.54 | 140-800 (BE) | N | In | I | 2112 | 1.50 | 1.28 | 1.37 | 1.12 | .429 | .429 | .312 | .312 |
| 5 | 6B-230 | Tr,Ind | 6-3⅛x4½ | 73-2400 | 57-2000 | 230.0 | 6.00 | 168-1000 (BE) | W | In | I | 2112 | 1.50 | 1.28 | 1.37 | 1.12 | .429 | .429 | .312 | .312 |
| 6 | 6B-273 | Tr,Ind | 6-3½x4½ | 82-2400 | 68-2000 | 273.0 | 5.40 | 204-1200 (BE) | N | In | I | 2112 | 1.50 | 1.28 | 1.37 | 1.12 | .429 | .429 | .312 | .312 |
| 7 | HP-326 | Tr,Ind | 6-3½x4½ | 79-2400 | 66-1900 | 326.0 | 5.40 | 220-1100 (BE) | N | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 |
| 8 | HP-351 | Tr,Ind | 6-3½x4½ | 84-2400 | 68-1900 | 351.0 | 5.83 | 232-900 (BE) | N | In | L | 2112 | 1.65 | 1.53 | 1.50 | 1.37 | .344 | .344 | .372 | .372 |
| 9 | K-428 | Tr,Ind | 6-4⅛x4½ | 105-2400 | 84-1900 | 428.0 | 5.33 | 276-1100 (BE) | N | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 |
| 10 | L-525 | Tr,Ind | 6-4⅛x5½ | 113-2400 | 95-1900 | 525.0 | 4.75 | 340-900 (BE) | N | In | L | 2112 | 1.90 | 1.78 | 1.75 | 1.62 | .400 | .400 | .372 | .372 |
| 11 | LO-525 | T,Tr,Ind | 6-4⅛x5½ | 139-2400 | 114-1800 | 525.0 | 5.00 | 384-1200 (BE) | N | In | L | 2112 | 1.96 | 1.68 | 1.75 | 1.50 | .468 | .468 | .372 | .372 |
| 12 | 6-MO-893 | T,Ind,M | 6-5⅛x6 | 200-2000 | 173-1800 | 893.0 | 5.50 | 670-1000 (BE) | W | In | I | 2112 | 2.45 | 2.02 | 2.19 | 1.75 | .540 | .540 | .435 | .433 |
| 13 | 6-MO-970 | T,Ind,M | 6-5⅛x6½ | 210-1950 | 186-1800 | 970.0 | 5.43 | 750-800 (BE) | W | In | I | 2112 | 2.45 | 2.02 | 2.19 | 1.75 | .540 | .540 | .435 | .433 |
| 14 | 6-MO-1290 | Ind | 6-5⅛x6½ | 259-2000 | 235-1800 | 1290.0 | 5.43 | 950-1100 (BE) | W | In | I | CNS | 2.45 | 2.02 | 2.19 | 1.75 | .540 | .540 | .435 | .433 |
| 15 | ‡PC-1879 | Ind | 6-6⅛x8½ | 280-1200 | 258-1200 | 1879.0 | 6.00 | 1300-800 (BE) | W | In | I | 2112 | 2.71 | 2.53 | 2.50 | 2.28 | .703 | .703 | .558 | .558 |
| 16 | ‡PCG-1879 | Ind | 6-6⅛x8½ | 280-1200 | 258-1200 | 1879.0 | 6.00 | 1300-800 (BE) | W | In | I | 2112 | 2.71 | 2.53 | 2.50 | 2.28 | .703 | .703 | .558 | .558 |
| 17 | ‡8PC-2505 | Ind | 8-6⅛x8½ | 362-1200 | 326-1200 | 2505.0 | 6.00 | 1930-750 (BE) | W | In | I | CNS | 2.71 | 2.53 | 2.50 | 2.28 | .703 | .703 | .558 | .558 |
| 18 | ‡8PCS-2505 | Ind | 8-6⅛x8½ | 465-1200 | 420-1200 | 2505.0 | 5.27 | 2110-950 (BE) | W | In | I | CNS | 2.71 | 2.53 | 2.50 | 2.28 | .703 | .703 | .558 | .558 |
| 19 | Arnolt DDT | M | 4-2½x3½ | | 20.2-2800 | 61.0 | 5.80 | 38-2800 (EA) | N | Se | I | 21-1 | 1.13 | 1.13 | 1.00 | .813 | .228 | .250 | .313 | .313 |
| 20 | Brennan 20 | Ind | 4-2⅝x3½ | 20-3900 | 15-3900 | 50.0 | 7.40 | 34-3200 (EA) | N | Se | L | Sil | 1.12 | 1.00 | .875 | .875 | .250 | .250 | .312 | .312 |
| 21 | Imp. | M | 4-2⅝x3½ | 25-4000 | 20-4000 | 50.0 | 7.40 | 34-3200 (EA) | N | Se | I | Sil | 1.12 | 1.00 | .875 | .875 | .250 | .250 | .312 | .312 |
| 22 | 75 | T,In | 6-3¼x4⅝ | 90-3500 | 75-3300 | 230.3 | 6.70 | 175-1000 (EA) | N | In | L | Sil | 1.50 | 1.50 | 1.37 | 1.25 | .343 | .343 | .312 | .312 |
| 23 | CE | Ind | 4-4⅛x5 | 54-1600 | 45-1600 | 318.0 | 5.00 | 203-1000 (EA) | N | Se | L | Sil | 2.00 | 2.00 | 1.87 | 1.87 | .375 | .375 | .375 | .375 |
| 24 | E-4 | M | 4-4⅛x5 | 54-1600 | 45-1600 | 318.0 | 5.00 | 203-1000 (EA) | N | Se | L | Sil | 2.00 | 2.00 | 1.87 | 1.87 | .375 | .375 | .375 | .375 |
| 25 | B-70 | T,B,Tr,Ind | 6-4x5½ | 90-2000 | 75-2000 | 415.0 | 4.50 | 278-900 (EA) | N | Se | I | Sil | 2.12 | 2.12 | 2.00 | 2.00 | .375 | .375 | .437 | .437 |
| 26 | 100 | M | 6-4x5½ | 94-2000 | 80-2000 | 415.0 | 6.00 | 278-900 (EA) | N | Se | I | Sil | 2.12 | 2.12 | 2.00 | 2.00 | .375 | .375 | .437 | .437 |
| 27 | B-100 | T,B,Tr,Ind | 6-4⅛x5½ | 94-2000 | 80-2000 | 496.0 | 4.50 | 350-1200 (EA) | N | Se | I | Sil | 2.12 | 2.12 | 2.00 | 2.00 | .375 | .375 | .437 | .437 |
| 28 | 125 | M | 6-4⅛x5½ | 110-2200 | 94-2200 | 496.0 | 6.00 | 350-1200 (EA) | N | Se | I | Sil | 2.12 | 2.12 | 2.00 | 2.00 | .375 | .375 | .437 | .437 |
| 29 | 150 | M | 6-4½x6½ | 150-2000 | 130-2000 | 620.3 | 6.00 | 500-1200 (EA) | N | Se | I | Sil | 2.50 | 2.50 | 2.12 | 2.12 | .437 | .437 | .500 | .500 |
| 30 | 175 | M | 6-4⅞x4½ | | 125-3400 | 308.0 | 7.50 | 278-2800 (EA) | | | L | | 1.83 | 1.57 | | | | | .341 | .340 |
| 31 | Chevrolet Thriftmaster | T | 6-3⅞x3⅝ | 145-4200 | 125-4000 | 235.5 | 8.25 | 215-2000 (BE) | N | In | I | HAS | 1.88 | 1.51 | 1.44 | 1.28 | .405 | .414 | .341 | .341 |
| 32 | Thriftmaster Special | T | 6-3⅞x3⅝ | 145-4200 | 120-3800 | 235.5 | 8.25 | 215-2000 (BE) | N | In | I | HAS | 1.88 | 1.51 | 1.44 | 1.28 | .405 | .414 | .341 | .341 |
| 33 | Jobmaster | T,B,Tr | 6-3⅞x3⅝ | 150-4000 | 137-4000 | 261.0 | 8.00 | 235-2000 (BE) | N | In | I | HAS* | 1.88 | 1.51 | 1.44 | 1.28 | .405 | .414 | .341 | .341 |
| 34 | Trademaster | T,B,Tr | 8-3⅞x3 | 160-4200 | 137-4000 | 283.0 | 8.50 | 270-2000 (BE) | N | In | I | HAS* | 1.72 | 1.51 | 1.59 | 1.32 | .334 | .334 | .342 | .341 |
| 35 | Taskmaster | T,B,Tr | 8-3⅞x3 | 160-4200 | 137-4000 | 283.0 | 8.00 | 270-2000 (BE) | N | In | I | HAS* | 1.72 | 1.51 | 1.59 | 1.32 | .334 | .334 | .342 | .341 |
| 36 | Loadmaster | B | 8-4x3½ | 195-4000 | 170-4000 | 322.0 | 7.70 | 310-2200 (BE) | N | In | I | HAS* | 1.75 | 1.38 | 1.59 | | .378 | .377 | .372 | .371 |
| 37 | Super Taskmaster | T,Tr | 8-3⅞x3 | 175-4400 | 160-4000 | 283.0 | 8.00 | 275-2400 (BE) | N | In | I | HAS* | 1.72 | 1.51 | 1.59 | 1.32 | .334 | .334 | .342 | .341 |
| 38 | Workmaster | T,Tr | 8-4⅛x3¼ | 230-4400 | 194-3800 | 348.0 | 8.00 | 335-2800 (BE) | N | In | I | HAS* | 1.94 | 1.66 | 1.83 | 1.50 | .400 | .400 | .371 | .433 |
| 39 | Chris-Craft A, *B | M | 4-3¼x4 | | 60-3200 | 132.7 | 6.76 | 108-2400 (EA) | N | In | L | 2112N | 1.48 | 1.36 | 1.25 | 1.12 | .312 | .312 | .310 | .310 |
| 40 | *K | M | 6-3⅛x4½ | | 95-3200 | 229.7 | 7.21 | 173-1800 (EA) | N | In | L | 2112N | 1.64 | 1.40 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 41 | *KL | M | 6-3⅛x4½ | | 105-3200 | 236.6 | 7.40 | 190-2200 (EA) | N | In | L | 2112N | 1.64 | 1.40 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 42 | KFL | M | 6-3⅛x4¼ | | 131-3800 | 236.6 | 7.40 | 192-2800 (EA) | N | In | L | Aus | 1.64 | 1.40 | 1.50 | 1.25 | .344 | .344 | .313 | .313 |
| 43 | *M | M | 6-4x4¼ | | 130-3000 | 320.4 | 6.95 | 239-2400 (EA) | N | In | L | 2112N | 1.83 | 1.68 | 1.81 | 1.50 | .356 | .356 | .372 | .372 |
| 44 | *MCL | M | 6-4x4¼ | | 175-3400 | 339.2 | 7.22 | 291-1800 (EA) | N | In | L | Aus | 1.83 | 1.67 | 1.72 | 1.50 | .387 | .379 | .375 | .375 |
| 45 | *WB | M | 6-4¼x4⅝ | | 200-3200 | 404.3 | 6.92 | 370-1600 (EA) | N | In | L | 2112N | 1.92 | 1.78 | 1.75 | 1.62 | .442 | .442 | .372 | .372 |
| 46 | Chrysler M-44-S3 | M | 8-3⅝x3¼ | | 155-3800 | 270.0 | 7.60 | 228-3000 (EA) | N | In | I | Sil*(y) | 1.75 | 1.41 | 1.44 | 1.29 | .377 | .376 | .372 | .434 |
| 47 | M-45-S3 | M | 8-3⅛x3⅝ | | 225-3800 | 354.0 | 8.20 | 327-2700 (EA) | N | In | I | Sil*(y) | 2.01 | 1.75 | 1.65 | 1.64 | .377 | .376 | .373 | .433 |
| 48 | M-46-3 | M | 6-3¼x4⅝ | | 95-3200 | 230.0 | 6.60 | 187-1400 (EA) | N | In | L | Sil | 1.53 | 1.41 | 1.23 | 1.30 | .379 | .379 | .340 | .340 |
| 49 | M-46-S-3 | M | 6-3¼x4⅝ | | 110-3600 | 230.0 | 7.00 | 190-1600 (EA) | N | In | L | Sil | 1.53 | 1.41 | 1.23 | 1.30 | .379 | .379 | .340 | .340 |
| 50 | M-47-3 | M | 6-3⅞x4⅝ | | 125-3600 | 265.0 | 7.00 | 220-1600 (EA) | N | In | L | Sil | 1.72 | 1.53 | 1.53 | 1.38 | .410 | .370 | .340 | .340 |
| 51 | M-47-S-3 | M | 6-3⅞x4⅝ | | 135-3600 | 265.0 | 7.00 | 225-2100 (EA) | N | In | L | Sil(x) | 1.72 | 1.53 | 1.58 | 1.38 | .410 | .379 | .340 | .434 |
| 52 | M-45-SP-3 | M | 8-3½x3⅝ | | 275-4400 | 354.0 | 8.20 | 340-3900 (EA) | N | In | I | Sil*(y) | 2.01 | 1.75 | 1.65 | 1.64 | .444 | .435 | .373 | .433 |
| 53 | Ind. 30 | Ind | 6-3¼x4⅝ | 99-3600 | 66-2400 | 230.0 | 7.00 | 190-1200 (BE) | N | In | L | CNS | 1.53 | 1.40 | 1.40 | 1.29 | .379 | .379 | .340 | .340 |
| 54 | Ind. 32 | Ind | 6-3¼x4⅝ | 120-3600 | 79-2400 | 265.0 | 6.80 | 225-1200 (BE) | N | In | L | CNS | 1.71 | 1.50 | 1.58 | 1.37 | .379 | .379 | .341 | .340 |
| 55 | Ind. 54 | Ind | 8-3⅝x3½ | 173-4000 | 114-2800 | 315.0 | 7.50 | 265-2500 (BE) | N | In | I | CNS | 1.76 | 1.40 | 1.63 | 1.29 | .368 | .375 | .372 | .433 |
| 56 | Ind. 56A | Ind | 8-3½x3⅝ | 188-4000 | 135-2800 | 354.0 | 7.50 | 332-2000 (BE) | N | In | I | CNS | 2.01 | 1.76 | 1.82 | 1.63 | .381 | .357 | .372 | .372 |
| 57 | Climax R-110 | Ind | 4-6½x7 | 130-1200 | 118-1200 | 824.0 | 5.20 | 600-800 (BE) | N | Se | I | Eat | 2.50 | 2.50 | 2.25 | 2.25 | .500 | .500 | .560 | .560 |
| 58 | R-165 | Ind | 6-6½x7 | 192-1200 | 173-1200 | 1238.0 | 5.20 | 925-750 (BE) | N | Se | I | Eat | 2.50 | 2.50 | 2.25 | 2.25 | .500 | .500 | .560 | .560 |
| 59 | K-67 | Ind | 6-7x7 | 264-1200 | 250-1200 | 1616.0 | 5.20 | 1220-850 (BE) | W | Se | I | Eat | 2.75 | 2.63 | 2.50 | 2.37 | .687 | .687 | .560 | .560 |
| 60 | K-75 | Ind | 6-7⅛x7 | 304-1200 | 280-1200 | 1855.0 | 5.56 | 1420-850 (BE) | W | Se | I | Eat | 2.75 | 2.63 | 2.50 | 2.37 | .687 | .687 | .560 | .560 |
| 61 | V-80 | Ind | 8-7x7 | 340-1200 | 320-1200 | 2155.0 | 5.20 | 1600-800 (BE) | W | Se | I | Eat | 2.75 | 2.63 | 2.50 | 2.37 | .687 | .687 | .560 | .560 |
| 62 | V-85 | Ind | 8-7⅛x7 | 390-1200 | 370-1200 | 2474.0 | 5.56 | 1875-800 (BE) | W | Se | | Eat | 2.75 | 2.63 | 2.50 | 2.37 | .687 | .687 | .560 | .560 |
| 63 | V-122 | Ind | 12-7x7 | 520-1200 | 465-1200 | 3232.0 | 5.20 | 2460-750 (BE) | W | Se | I | Eat | 2.75 | 2.63 | 2.50 | 2.37 | .687 | .687 | .560 | .560 |
| 64 | V-125 | Ind | 12-7⅛x7 | 605-1200 | 545-1200 | 3711.0 | 5.56 | 2900-850 (BE) | W | Se | I | Eat | 2.75 | 2.63 | 2.50 | 2.37 | .687 | .687 | .560 | .560 |
| 65 | Continental N-4062 | Tr | 4-2⅝x3½ | 26.3-3500 | | 62.0 | 6.60 | 39.5-1200 (BE) | N | In | L | Op | .895 | .895 | .750 | .750 | .187 | .187 | .314 | .312 |
| 66 | N-56 | Ind | 4-2¼x3½ | 14.2-2200 | | 56.0 | 6.80 | 39.5-1200 (BE) | W | | L | Op | 1.00 | .895 | | | | | .315 | .313 |
| 67 | N-62 | Ind | 4-2⅝x3½ | 15-2200 | | 62.0 | 6.46 | 41.8-1200 (BE) | N | In | L | Op | .895 | .895 | .750 | .750 | .187 | .187 | .314 | .312 |
| 68 | Y-69 | Ind | 4-2½x3½ | 21.4-2400 | | 69.0 | 6.60 | 48-2000 (BE) | N | In | L | Op | 1.20 | 1.01 | 1.06 | .875 | .296 | .281 | .314 | .313 |
| 69 | Y-4069 | Tr | 4-2½x3½ | 28-3460 | | 69.0 | | 51-2000 (BE) | N | In | L | Op | 1.20 | 1.01 | 1.06 | .875 | .296 | .281 | .314 | .313 |
| 70 | Y-91 | Ind | 4-2⅞x3½ | 28.5-2400 | | 91.0 | 6.60 | 67-1600 (BE) | N | In | L | Op | 1.20 | 1.01 | 1.06 | .875 | .296 | .281 | .314 | .313 |
| 71 | Y-4091 | C,Tr | 4-2⅞x3½ | 38-3400 | | 91.0 | | 70-1500 (BE) | N | In | L | Op | 1.20 | 1.01 | 1.06 | .875 | .296 | .281 | .314 | .313 |
| 72 | E201 | Ind | 4-3⅝x4⅞ | 65.5-2400 | | 201.0 | 6.30 | 171-1200 (BE) | W | In | I | Sil | 1.45 | 1.36 | 1.16 | 1.19 | .230 | .230 | .341 | .339 |
| 73 | F244 | Ind | 6-3⅛x4⅝ | 79-2400 | | 244.0 | 6.90 | 192-1200 (BE) | N | In | L | XCR | 1.52 | 1.21 | 1.38 | 1.19 | .329 | .334 | .341 | .339 |
| 74 | J382 | Ind | 4-4⅛x6 | 74.2-1400 | | 382.0 | 5.82 | 283-1000 (BE) | W | In | I | Sil | 1.77 | 1.65 | 1.63 | 1.50 | .249 | .249 | .435 | .433 |
| 75 | Y-112 | Ind | 4-3⅞x3½ | 32-2400 | | 112.0 | 6.60 | 82-1200 (BE) | N | In | L | Op | 1.20 | 1.01 | 1.06 | .875 | .296 | .281 | .314 | .313 |
| 76 | F-124 | Ind | 4-3x4⅝ | 36.5-2400 | | 124.0 | 6.30 | 91-1200 (BE) | N | In | L | Op | 1.51 | 1.20 | 1.37 | 1.18 | .281 | .281 | .341 | .334 |
| 77 | F-4124 | C,T,Tr | 4-3x4⅝ | 47-3200 | | 124.0 | | 94-1500 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .281 | .341 | .336 |
| 78 | G-134 | Ind | 4-3⅛x4⅝ | 34-2000 | | 134.0 | 6.60 | 107-1100 (BE) | | | I | Op | | | | | | | | |
| 79 | F-140 | Ind | 4-3⅛x4⅝ | 42-2400 | | 140.0 | 6.40 | 106-1200 (BE) | N | In | L | Op | 1.51 | 1.20 | 1.37 | 1.18 | .281 | .281 | .341 | .337 |
| 80 | F-4140 | C,T,Tr | 4-3⅛x4⅝ | 52-3200 | | 140.0 | | 108-1600 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .281 | .281 | .341 | .339 |
| 81 | G-157 | Ind | 4-3⅝x4⅝ | 40-2000 | | 157.0 | | 124-1100 (BE) | W | In | I | Op | 1.32 | 1.20 | 1.19 | 1.09 | .312 | .312 | .341 | .339 |
| 82 | F-162 | Ind | 4-3⅛x4⅝ | 49-2400 | | 162.0 | 6.40 | 124-1200 (BE) | N | In | L | Op | 1.51 | 1.20 | 1.37 | 1.18 | .281 | .281 | .341 | .337 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

## MARINE • INDUSTRIAL

| VALVES | | | | PISTONS | | | | CONNECTING RODS | | | CRANKSHAFT | | | | | | | CARBURETOR | | | OVERALL DIMENSIONS (In.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seats | | | | | | | | | | | | | | MAIN BEARINGS | | | | | | | | | | | |
| Angle (Deg.) | Inserts Used? | Insert Material (S.A.E. No.) | Camshaft Drive—Type | Material | Weight with Pins, Rings, Bushings (Oz.) | Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Material | Center to Center Length (In.) | Weight with Bushing and Cap (Oz.) | Material | Counter Balance Used | Crank-Pin Diameter and Length (In.) | Number | Diameter and Length (In.) Front | Diameter and Length (In.) Rear | Oil Pressure to— | Make | Size | Engines Weight without Carburetor or Ignition (Lb.) | Width | Height | Length | Clutch Housing (S.A.E. Nos.) | Line Number |
| 45 | N | TP | HG | Al | 25 | .813x2.87 | 4 | 1040 | 6½ | 29 | 1045 | N | 1.93x1.22 | 3 | 2.25x1.62 | 2.25x1.50 | adfg | Zen | ⅞ | 370 | 16⅛ | 31½ | 25⅛ | 5 | 1 |
| 45 | E | TP | HG | Al | 31 | .99x3.51 | 4 | 1040 | 7½ | 42 | 5046 | N | 2.38x1.54 | 3 | 2.44x1.62 | 2.48x1.75 | acdf | MaS | 1 | 545 | 16¼ | 31⅞ | 33½ | 4 | 2 |
| 45 | N | | HG | CI | | 1.00x2.84 | 4 | CS | 7⅜ | | 1045 | N | 2.00x1.31 | 3 | 2.50x1.25 | 2.50x1.75 | abcdfg | Zen | 1 | 500 | 18⅛ | 26⅞ | 30½ | 2,3,4 | 3 |
| 45 | N | | HG | CI | | 1.00x3.09 | 4 | CS | 7⅜ | | 1045 | N | 2.00x1.31 | 3 | 2.50x1.25 | 2.50x1.75 | abcdfg | Zen | 1 | 520 | 18⅛ | 26⅞ | 30½ | 2,3,4 | 4 |
| 45 | N | | HG | CI | | 1.00x | 4 | 1045 | 7⅜ | | 1045 | N | 2.00x1.31 | 7 | 2.50x1.25 | 2.50x1.75 | abcdfg | Zen | 1 | 625 | 18⅛ | 26⅞ | 38½ | 2,3,4 | 5 |
| 45 | N | | HG | CI | | 1.00x3.09 | 4 | 1045 | 7⅜ | | 1045 | N | 2.00x1.31 | 7 | 2.50x1.25 | 2.50x1.75 | abcdfg | Zen | 1½ | 635 | 18⅛ | 26⅞ | 38½ | 2,3,4 | 6 |
| 45 | E | DC | HG | CI | 42 | 1.12x3.25 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcdg | Zen | 1½ | 885 | 25⅛ | 33½ | 39½ | 2,3,1 | 7 |
| 45 | E | DC | HG | CI | 42 | 1.12x3.25 | 4 | CS | 9½ | 42 | CS | N | 2.12x1.62 | 7 | 3.00x1.50 | 3.00x2.12 | abcdg | Zen | 1½ | 905 | 25⅛ | 33½ | 39½ | 2,3,1 | 8 |
| 45 | E | DC | HG | Al | 68 | 1.25x3.82 | 4 | CS | 9½ | 58 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcdg | Zen | 1¾ | 905 | 25⅛ | 30½ | 47½ | 2,3,1 | 9 |
| 45 | E | DC | HG | CI | 88 | 1.25x3.81 | 4 | CS | 11 | 66 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcdg | Zen | 1¾ | 950 | 25⅛ | 33½ | 47½ | 2,3,1 | 10 |
| 30 | E | Jad | HG | Al | 88 | 1.25x3.81 | 5 | AS | 11 | 78 | CS | N | 2.37x1.75 | 7 | 3.00x1.75 | 3.00x2.50 | abcdfg | Zen | 1¾ | 1195 | 27⅛ | 38½ | 49⅝ | 2,3,1 | 11 |
| 30 | E | DC | HG | CI | 212 | 1.75x4.75 | 5 | 1040 | 12½ | 171 | 1045 | N | 3.30x2.12 | 7 | 3.89x3.00 | 3.89x2.25 | abcdfg | Zen | 2 | 2400 | 28⅛ | 48¼ | 58⅛ | 0,1 | 12 |
| 30 | E | DC | HG | CI | 212 | 1.75x4.75 | 5 | 1040 | 12½ | 171 | 1045 | N | 3.30x2.12 | 7 | 3.89x3.75 | 3.89x2.25 | abcdfg | Zen | 2 | 2400 | 48¼ | 58⅛ | 58⅛ | 0,1 | 13 |
| 30 | E | DC | HG | CI | 212 | 1.75x4.75 | 5 | 1040 | 12½ | 171 | 1045 | | 3.30x2.12 | 9 | 3.89x2.25 | 3.89x2.25 | abcdefg | Zen | 2½ | 3200 | 32 | 49⅛ | 78 | 0 | 14 |
| 45 | E | DC | HG | Ala | 263 | 2.75x5.53 | 5 | CS | 17⅜ | 430 | 1045 | N | 4.25x3.25 | 7 | 4.50x2.68 | 3.75x3.48 | abcdfg | Zen(2) | 2 | 9000 | 48 | 48⅛ | 86½ | 00,0 | 15 |
| 45 | E | DC | HG | Ala | 263 | 2.75x5.53 | 5 | CS | 17⅜ | 430 | 1045 | N | 4.25x3.25 | 7 | 4.50x2.68 | 3.75x3.48 | abcdfg | Ens | 2 | 9000 | 48 | 68⅛ | 88½ | 00,0 | 16 |
| 45 | E | DC | HG | Al | 263 | 2.75x5.53 | 5 | 1035 | 17⅜ | 430 | 1045 | N | 4.33x3.25 | 9 | 4.68x2.68 | 4.68x2.68 | abcdefg | Ens | 3½ | 11200 | 108¼ | 47⅛ | 74⅛ | 00,0 | 17 |
| 45 | E | DC | HG | Al | 263 | 2.75x5.53 | 5 | 1035 | 17⅜ | 430 | 1045 | N | 4.33x3.25 | 9 | 4.68x2.68 | 4.68x2.68 | abcdefg | Ens | 3½ | 12000 | 112¼ | 47⅛ | 74⅛ | 00,0 | 18 |
| .... | N | ..... | SG | Al | ..... | .625x2.13 | 3 | 1045 | 6 | ..... | 1045 | ..... | 1.56x1.25 | 2 | 1.38x2.83 | 1.38x2.83 | cdg | Zen | ⅜ | 281 | 16 | 16⅝ | 29⅝ | ..... | 19 |
| 45 | N | ..... | HG | Al | 6 | .625x2.00 | 3 | 1045 | 5⅛ | 14 | 1045 | Y | 1.31x1.25 | 3 | 2.50x1.50 | 2.50x1.50 | abcdg | Til | ⅜ | 128 | 12¾ | 17⅝ | 18¼ | ..... | 20 |
| 45 | N | ..... | HG | Al | 6 | .625x2.00 | 3 | 1045 | 5⅛ | 14 | 1045 | N | 1.31x1.25 | 3 | 2.50x1.50 | 2.50x1.50 | abcdg | Til | ⅜ | 165 | 12¾ | 17⅝ | 29 | ..... | 21 |
| 45 | Y | TS | Ch | Al | 23 | .875x2.75 | 4 | 2320 | 7¼ | 29 | 1045 | Y | 2.06x1.25 | 4 | 2.50x1.87 | 2.50x1.87 | acdg | Str | 1¼ | 710 | 18⅛ | 22 | 37½ | ..... | 22 |
| 45 | N | ..... | HG | SS | 80 | 1.17x4.00 | 4 | 1045 | 11 | 64 | 1045 | N | 2.50x2.50 | 3 | 2.50x4.25 | 2.50x3.50 | abcdg | Str | 1¼ | 600 | 21 | 29⅛ | 37⅛ | ..... | 23 |
| 45 | N | ..... | HG | SS | 72 | 1.17x4.00 | 5 | 1045 | 11 | 64 | 1045 | N | 2.50x2.50 | 3 | 2.50x4.25 | 2.50x3.50 | abcdfg | Str | 1¼ | 950 | 16 | 18 | 53 | ..... | 24 |
| 45 | N | ..... | HG | SS | 64 | 1.17x3.87 | 4 | CNS | 11 | 65 | CNS | N | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | acdg | Str | 1½ | 800 | 25⅛ | 33⅛ | 49 | ..... | 25 |
| 45 | N | ..... | HG | SS | 64 | 1.17x3.87 | 4 | AS | ..... | ..... | CNS | N | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | abcdfg | Str | 1½ | 800 | 19⅛ | 24⅛ | 65 | ..... | 26 |
| 45 | N | ..... | HG | SS | 76 | 1.25x3.87 | 5 | CNS | 11 | 65 | CNS | N | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x3.00 | acdg | Str | 1½ | 875 | 25⅛ | 33⅛ | 49 | ..... | 27 |
| 45 | N | ..... | HG | SS | 70 | 1.25x3.87 | 5 | AS | 11 | 65 | CNS | N | 2.50x2.00 | 3 | 2.75x4.50 | 2.75x4.50 | abcdfg | Str | 1½ | 900 | 19⅛ | 24⅛ | 65 | ..... | 28 |
| 45 | N | ..... | BG | SS | 72 | 1.37x4.00 | 5 | AS | 12 | 80 | CNS | Y | 2.62x2.67 | 7 | 2.62x5.00 | 2.63x3.50 | abcd | Str | 1¼ | 1450 | 20 | 30 | 74 | ..... | 29 |
| 45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.12x | 4 | 2.50x | 2.50x | ..... | ..... | ..... | ..... | ..... | ..... | 53 | ..... | 30 |
| (I) | N | ..... | HG | Als | 25.0 | .866x3.19 | 3 | DFS | 6⅛ | 28 | SF | ..... | 2.31x1.25 | 4 | 2.69x1.06 | 2.78x1.19 | abcdfgi | R-P | 1½ | 552 | 21⅜ | 31½ | 40½ | ..... | 31 |
| (I) | N | ..... | HG | Als | 25.0 | .866x3.19 | 3 | DFS | 6⅛ | 28 | SF | ..... | 2.31x1.25 | 4 | 2.69x1.06 | 2.78x1.19 | abcdfgi | Car' | 1½ | 554 | 21⅜ | 31½ | 40½ | ..... | 32 |
| (I) | N | ..... | HG | Als | 29.0 | .927x3.38 | 3 | DFS | 6⅛ | 31 | SF | ..... | 2.31x1.25 | 4 | 2.69x1.06 | 2.78x1.19 | abcdfgi | R-P | 1½ | 556 | 21⅜ | 31½ | 40½ | ..... | 33 |
| 45 | N | ..... | Ch | Als | 27.0 | .927x3.01 | 3 | DFS | 5⅛ | 19 | SF | ..... | 2.00x1.90 | 5 | 2.30x.762 | 2.30x1.16 | abcdfgi | R-P | 1¼ | 528 | 28⅛ | 27⅞ | 34½ | ..... | 34 |
| 45 | N | ..... | Ch | Als | 27.0 | .927x3.01 | 3 | DFS | 5⅛ | 19 | SF | ..... | 2.00x1.90 | 5 | 2.30x.762 | 2.30x1.16 | abcdfgi | R-P | 1¼ | 524 | 28⅛ | 27⅞ | 34½ | ..... | 35 |
| 45 | N | ..... | Ch | Al | 30.0 | .940x3.40 | 3 | DFS | 6 | 30 | SF | ..... | 2.25x2.00 | 5 | 2.50x1.00 | 2.50x1.76 | abcdfgi | R-P | 1¼ | 693 | 29⅛ | 38⅛ | 38½ | ..... | 36 |
| 45 | N | ..... | Ch | Als | 27.0 | .927x3.01 | 3 | DFS | 5⅛ | 19 | SF | ..... | 2.00x1.90 | 5 | 2.30x.762 | 2.30x1.16 | abcdfgi | R-P | 1¼ | 524 | 28⅛ | 27⅞ | 34½ | ..... | 37 |
| (n) | N | ..... | Ch | Als | 27.4 | .990x3.26 | 3 | DFS | 6¼ | 24 | SF | ..... | 2.20x2.00 | 5 | 2.50x1.02 | 2.50x1.30 | avcdfgi | R-P | ..... | 791 | 27⅛ | 30⅝ | 36¼ | ..... | 38 |
| 30 | N | ..... | HG | Alt | 21 | .750x2.83 | 3 | 3140 | 6⅜ | 22 | DFS‡ | N | 1.75x1.12 | 3 | 1.98x1.62 | 1.98x1.37 | acr | Zen | 1¼ | 456* | 24½ | 22½ | 31⅜ | ..... | 39 |
| 30 | N | ..... | HG | Ala | 25 | .875x2.92 | 3 | 1035 | 7 | 29 | DFS‡ | N | 1.98x1.25 | 7 | 2.49x1.53 | 2.49x1.15 | acdr | Zen | 1⅝ | 626* | 24½ | 21⅝ | 40 | ..... | 40 |
| 30 | N | ..... | HG | Alt | 26 | .875x2.92 | 3 | 1035 | 7 | 29 | DFS‡ | Y | 1.98x1.25 | 7 | 2.49x1.53 | 2.49x1.15 | acdr | Zen | 1½ | 626* | 25⅛ | 22⅛ | 40 | ..... | 41 |
| 30 | E | 7 | HG | Alt | 26 | .875x2.92 | 3 | 1035 | 7 | 29 | DFS‡ | ..... | 1.98x1.25 | 7 | 2.49x1.53 | 2.49x1.15 | acdr | Zen(2) | 1½ | 715* | 22⅝ | 22⅛ | 40 | ..... | 42 |
| 30 | N | ..... | HG | Ala | 36 | 1.00x3.52 | 3 | 1040 | 8 | 40 | DFS‡ | N | 1.98x1.50 | 7 | 2.49x1.74 | 2.49x1.15 | acdr | Zen | 1⅝ | 850* | 26⅛ | 23½ | 46⅜ | ..... | 43 |
| 30 | N | ..... | HG | Atn | 46 | 1.13x3.44 | 4 | 3140 | 8 | 40 | DFS‡ | ..... | 2.00x1.50 | 7 | 2.50x1.72 | 2.50x1.13 | acder | Zen(2) | 1⅝ | 940* | 26 | 23½ | 46⅜ | ..... | 44 |
| 30 | N | ..... | HG | Atn | 55 | 1.31x3.62 | 4 | 3140 | 8⅞ | 55 | DFS | ..... | 2.25x1.50 | 7 | 2.62x2.21 | 2.62x1.43 | acder | Zen(2) | 1⅝ | 1260* | 27¼ | 27⅛ | 53⅛ | ..... | 45 |
| 45 | E | Eat | HG | Alst | 16.2‡‡ | .859x2.89 | 3 | MA | 5½ | 21.2 | DFS | Y | 1.94x1.81 | 5 | 2.38x1.81 | 2.38x1.06 | acdfg | Car‡ | 1⅞ | 966* | 32½ | 30⅛ | 41⅛ | N | 46 |
| 45 | E | Eat | HG | Alst | 23.3‡‡ | .984x3.15 | 3 | MA | 6½ | 25.2 | DFS | Y | 2.25x2.00 | 5 | 2.50x1.88 | 2.50x1.13 | acdef | Car(2) | 1⅞ | 1059* | 32½ | 30⅛ | 45⅛ | N | 47 |
| 45 | E | Eat | HG | Alt | 15.7 | .859x2.75 | 4 | MS | 7⅛ | 30.1 | DFS | Y | 2.06x1.25 | 4 | 2.50x1.88 | 2.50x1.24 | acdg | Zen | 1½ | 743* | 22½ | 25⅛ | 43⅛ | N | 48 |
| 45 | E | Eat | HG | Alt | 15.7 | .859x2.75 | 4 | MS | 7⅛ | 30.1 | DFS | Y | 2.06x1.25 | 4 | 2.50x1.88 | 2.50x1.24 | acdg | Zen | 1½ | 751* | 22½ | 25⅛ | 43⅛ | N | 49 |
| 45 | E | Eat | HG | Alt | 25.0 | .859x2.88 | 3 | MS | 7.875 | 32.4 | DFS | Y | 2.12x1.22 | 4 | 2.50x1.88 | 2.50x1.24 | acdg | Zen | 1½ | 814* | 22½ | 26⅛ | 45⅞ | N | 50 |
| 45 | E | Eat | HG | Alt | 25.0 | .859x2.88 | 3 | MS | 7.875 | 32.4 | DFS | Y | 2.12x1.22 | 4 | 2.50x1.88 | 2.50x1.24 | acdg | Zen(2) | 1½ | 822* | 28 | 26⅛ | 45⅞ | N | 51 |
| 45 | E | Eat | HG | Alet | 23.3‡‡ | .984x3.15 | 3 | MA | 6½ | 25.2 | DFS | Y | 2.25x2.00 | 5 | 2.25x1.88 | 2.50x1.13 | acdef | Car(2)‡‡ | 1⅞ | 1071* | 32½ | 30⅛ | 45⅛ | N | 52 |
| 45 | E | Ste | Ch | CI | ..... | .859x2.75 | 4 | 1041 | 7⅛ | ..... | 1046 | ..... | 2.06x1.25 | 4 | 2.50x1.23 | 2.50x1.58 | acd | Car | 1⅛ | 575 | 20½ | 32 | 32 | 3,4 | 53 |
| 45 | E | Ste | Ch | CI | ..... | .859x2.87 | 4 | 1041 | 7⅛ | ..... | 1046 | ..... | 2.13x1.38 | 4 | 2.50x1.55 | 2.50x1.58 | acd | Car | 1⅛ | 740 | 20⅝ | 32⅛ | 34⅛ | 3,4 | 54 |
| 45 | E | Eat | Ch | Al | ..... | .920x3.06 | 3 | 1041 | 6⅝ | ..... | 1046 | ..... | 2.25x1.81 | 5 | 2.50x.837 | 2.50x1.56 | acdf | Str | 1⅛ | 591 | 29⅜ | 39 | 31 | 3 | 55 |
| 45 | E | Eat | Ch | Al | ..... | .980x3.14 | 3 | 1041 | 6⅝ | ..... | 1046 | ..... | 2.25x2.00 | 5 | 2.50x.910 | 2.50x1.62 | acdf | Str | 1⅛ | 855 | 28⅛ | 35⅛ | 33⅝ | 3 | 56 |
| 45 | E | Eat | HG | Al | 184 | 1.49x5.37 | 4 | 3135 | 16 | 224 | 4140 | ..... | 3.00x3.50 | 3 | 3.25x3.81 | 3.25x4.50 | acdefg | Zen | 2 | 2300 | 31⅛ | 49⅛ | 57⅝ | 1,0 | 57 |
| 45 | E | Eat | HG | Al | 184 | 1.49x5.37 | 4 | 3135 | 16 | 224 | 4140 | ..... | 3.00x3.50 | 4 | 3.25x3.81 | 3.25x4.50 | acdefg | Zen(2) | 1⅝ | 3200 | 29⅛ | 51⅜ | 73⅛ | 1,0 | 58 |
| 45 | E | Eat | HG | Al | 176 | 2.00x5.75 | 5 | 1040 | 16 | 279 | 4140 | N | 4.00x2.88 | 7 | 4.50x3.75 | 4.50x3.75 | abcdfg | Zen | 2½ | 5400 | 33 | 57 | 77½ | 0 | 59 |
| 45 | E | Eat | HG | Al | 256 | 2.00x6.25 | 5 | 1040 | 16 | 279 | 4140 | N | 4.00x2.88 | 7 | 4.50x3.75 | 4.50x3.75 | abcdfg | Zen | 2½ | 5600 | 33 | 57 | 77½ | 0 | 60 |
| 45 | E | Eat | HG | Al | 176 | 2.00x5.75 | 5 | 3135 | 16 | 276 | 4140 | N | 4.00x5.00 | 5 | 4.50x3.75 | 4.50x5.50 | abcdfg | Zen(2) | 2 | 8200 | 51 | 58 | 72¼ | 00 | 61 |
| 45 | E | Eat | HG | Al | 256 | 2.00x6.25 | 5 | 1040 | 16 | 279 | 4140 | N | 4.00x5.00 | 5 | 4.50x3.75 | 4.50x5.50 | abcdfg | Zen(2) | 2 | 8400 | 51 | 58 | 72¼ | 00 | 62 |
| 45 | E | Eat | HG | Al | 176 | 2.00x5.75 | 5 | 3135 | 16 | 276 | 4140 | N | 4.75x5.25 | 7 | 5.50x4.25 | 5.50x5.38 | abcdfg | Zen(4) | 2 | 11200 | 51 | 58 | 95 | 00 | 63 |
| 45 | E | Eat | HG | Al | 256 | 2.38x6.25 | 5 | 1040 | 16 | 368 | 4140 | N | 4.75x5.25 | 7 | 5.50x4.25 | 5.50x5.38 | abcdfg | Zen(4) | 2 | 11600 | 51 | 58½ | 95 | 00 | 64 |
| (h) | E | SA | HG | CI | ..... | .543x1.92 | 3 | 1035 | 5⅜ | ..... | DFS | N | 1.50x1.02 | ..... | 2.00x | 2.00x1.25 | ..... | ..... | ..... | 170 | 16 | 19 | 19 | 5 | 65 |
| (h) | E | SA | HG | Al | ..... | .543x1.92 | 3 | 1035 | 5⅜ | ..... | DFS | N | 1.50x1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 66 |
| (h) | Op | SA | HG | CI | ..... | .543x1.92 | 3 | 1035 | 5⅜ | ..... | DFS | N | 1.50x1.00 | ..... | 2.00x1.39 | 2.00x1.25 | ..... | Op | Op | 170 | 16 | 19 | 19 | 5 | 67 |
| (h) | Op | SA | HG | CI | ..... | .708x2.06 | 3 | 1030 | 5⅜ | ..... | DFS | N | 1.50x1.18 | 3 | 1.75x1.37 | 1.75x1.78 | acdgt | Op | Op | 265 | 14¼ | 22⅛ | 25⅛ | 5 | 68 |
| (h) | Op | SA | HG | CI | ..... | .703x2.06 | 3 | 1030 | 5⅜ | ..... | DFS | N | 1.50x1.18 | 3 | 1.75x1.37 | 1.75x1.78 | acdgt | Op | Op | 290 | 14¼ | 22⅛ | 25⅛ | 5 | 69 |
| (h) | Op | SA | HG | CI | ..... | .708x2.44 | 3 | 1030 | 5⅜ | ..... | DFS | N | 1.50x1.18 | 3 | 1.75x1.37 | 1.75x1.78 | acdgt | Op | Op | 265 | 14¼ | 22⅛ | 25⅛ | 5 | 70 |
| (h) | Op | SA | HG | CI | ..... | .703x2.44 | 3 | 1030 | 5⅜ | ..... | DFS | N | 1.50x1.18 | 3 | 1.75x1.37 | 1.75x1.78 | acdgt | Op | Op | 290 | 14¼ | 22⅛ | 25⅛ | 5 | 71 |
| (h) | E | SA | HG | Al | ..... | 1.11x3.07 | 4 | 1035 | 8⅜ | ..... | 1046 | ..... | 2.25x1.56 | 3 | 2.81x1.34 | 2.81x1.56 | acdfg | Op | ..... | 540 | ..... | ..... | ..... | N | 72 |
| (h) | E | SA | HG | Al | ..... | .859x2.88 | 4 | 1035 | 7⅛ | ..... | 1045 | ..... | 2.06x1.31 | 4 | 2.56x1.06 | 2.56x1.48 | acd | Op | ..... | ..... | ..... | ..... | ..... | 4 | 73 |
| (h) | E | SA | HG | Al | ..... | 1.50x3.72 | 4 | 1035 | 10⅛ | ..... | 1045 | ..... | 2.75x1.81 | 4 | 3.50x1.88 | 3.50x2.00 | afg | Op | ..... | 830 | ..... | ..... | ..... | N | 74 |
| (h) | Op | SA | HG | CI | ..... | .708x2.75 | 3 | 1030 | 5⅜ | ..... | DFS | N | 1.50x1.18 | 3 | 1.75x1.28 | 1.75x1.65 | acdgt | Op | Op | 265 | 14¼ | 22⅛ | 25⅛ | 5 | 75 |
| (h) | Op | SA | HG | CI | ..... | .859x2.50 | 4 | 1030 | 7 | ..... | DFS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | acdgt | Op | Op | 370 | 15¾ | 26⅛ | 26⅛ | 4 | 76 |
| (h) | Op | SA | HG | CI | ..... | .859x2.50 | 4 | 1030 | 7 | ..... | DFS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | acdgt | Op | Op | 395 | 26 | 26⅛ | 29⅛ | 4,3 | 77 |
| ..... | E | SA | HG | Al | ..... | ..... | ..... | 1035 | 7 | ..... | DFS | N | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 78 |
| (h) | Op | SA | HG | CI | ..... | .859x2.68 | 4 | 1030 | 7 | ..... | DFS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | acdgt | Op | Op | 370 | 26 | 26⅛ | 29⅛ | 4 | 79 |
| (h) | Op | SA | HG | Al | ..... | .859x2.68 | 4 | 1030 | 7 | ..... | DFS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | acdgt | Op | Op | 395 | 26 | 26⅛ | 29⅛ | 4 | 80 |
| (h) | Op | SA | HG | Al | ..... | 1.12x2.75 | 4 | 1035 | 7 | ..... | DFS | N | 2.06x | 3 | 2.37x1.53 | 2.37x1.68 | ..... | Op | Op | 475 | 16⅛ | 19⅛ | 26⅛ | 4,3 | 81 |
| (h) | Op | SA | HG | Al | ..... | .859x2.87 | 4 | 1030 | 7 | ..... | DFS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | acdgt | Op | Op | 370 | 26 | 26⅛ | 29⅛ | 4 | 82 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 GASOLINE ENGINES FOR TRUCK, BUS,

| Line Number | ENGINE MAKE AND MODEL | Designed for | Number of Cylinders, Bore and Stroke (In.) | MAXIMUM BRAKE Hp. at Specified R.P.M. | | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) with or without Accessories | Cylinder Liners—Type | Crankcase—Upper Half Integral with Cylinders | VALVES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | With Bare Engine | With Standard Accessories | | | | | | Arrangement | Exhaust Head Material (S.A.E. No.) | Max. Head Diameter (In.) | | Min. Port Diameter (In.) | | Lift (In.) | | Stem Diameter (In.) | |
| | | | | | | | | | | | | | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust |
| | Continental—(Cont.) | | | | | | | | | | | | | | | | | | | |
| 1 | F-4162 | C,T,Tr | 4-3 1/4x4 3/8 | 58-3200 | | 162.0 | | 122-1500 (BE) | N | In | L | Op | 1.51 | 1.20 | 1.37 | 1.18 | .281 | .281 | .341 | .337 |
| 2 | H-227 | Ind | 4-3 5/8x5 1/2 | 54-1800 | | 227.0 | 5.65 | 198-1000 (BE) | W | In | I | Op | 1.64 | 1.45 | 1.50 | 1.31 | .343 | .343 | .437 | .439 |
| 3 | H-243 | Ind | 4-3 3/4x5 1/2 | 57.8-1800 | | 243.0 | 5.65 | 213-1000 (BE) | W | In | I | Op | 1.64 | 1.45 | 1.50 | 1.31 | .343 | .343 | .437 | .437 |
| 4 | H-260 | Ind | 4-3 7/8x5 1/2 | 62-1800 | | 260.0 | | 226-1000 (BE) | W | In | I | Op | 1.64 | 1.45 | 1.50 | 1.31 | .343 | .343 | .437 | .437 |
| 5 | F-186 | Ind | 6-3x4 3/8 | 60.5-2400 | | 186.0 | | 147-1200 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .296 | .296 | .341 | .337 |
| 6 | F-6186 | C,T,Tr | 6-3x4 3/8 | 77-3500 | | 186.0 | 6.70 | 142-1600 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .296 | .281 | .341 | .337 |
| 7 | F-209 | Ind | 6-3 1/8x4 3/8 | 68-2400 | | 209.0 | | 165-1200 (BE) | N | In | L | Op | 1.51 | 1.20 | 1.37 | 1.18 | .296 | .296 | .341 | .337 |
| 8 | F-6209 | C,T,Tr | 6-3 1/8x4 3/8 | 90-3500 | | 209.0 | 6.70 | 160-1500 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .296 | .281 | .341 | .339 |
| 9 | F-226 | Ind | 6-3 3/8x4 3/8 | 73-2400 | | 226.0 | | 178-1200 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .296 | .296 | .341 | .338 |
| 10 | F-6226 | C,T,Tr | 6-3 3/8x4 3/8 | 99-3500 | | 226.0 | 6.70 | 180-1500 (BE) | N | In | L | Op | 1.51 | 1.32 | 1.37 | 1.18 | .296 | .281 | .341 | .338 |
| 11 | M-271 | Ind | 6-3 5/8x4 3/8 | 86.2-2400 | | 271.0 | | 206-1000 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .359 | .403 | .401 |
| 12 | M-6271 | T,B,Tr | 6-3 5/8x4 3/8 | 97-3000 | | 271.0 | 6.70 | 209-1400 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .359 | .404 | .402 |
| 13 | M-290 | Ind | 6-3 3/4x4 3/8 | 92.2-2400 | | 290.0 | | 221-1000 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .359 | .404 | .401 |
| 14 | M-6290 | T,B,Tr | 6-3 3/4x4 3/8 | 108-3000 | | 290.0 | 6.70 | 226-1400 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .359 | .404 | .402 |
| 15 | M-330 | Ind | 6-4x4 3/8 | 104.4-2400 | | 330.0 | | 251-1100 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .343 | .404 | .402 |
| 16 | M-6330 | T,B,Tr | 6-4x4 3/8 | 125-3000 | | 330.0 | 6.70 | 258-1400 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .359 | .404 | .402 |
| 17 | B-371 | Ind | 6-4 1/8x4 5/8 | 110-2400 | | 371.0 | 6.60 | 280-1000 (BE) | N | In | L | Op | 1.89 | 1.64 | 1.75 | 1.50 | .359 | .359 | .435 | .432 |
| 18 | B-6371 | T,B | 6-4 1/8x4 5/8 | 123.5-3000 | | 371.0 | 6.50 | 285-1200 (BE) | N | In | L | Op | 1.89 | 1.64 | 1.75 | 1.50 | .359 | .359 | .435 | .432 |
| 19 | T-6371 | T | 6-4 1/8x4 5/8 | 144-3000 | | 371.0 | 6.40 | 297-1400 (BE) | N | In | I | Op | 2.08 | 1.64 | 1.87 | 1.50 | .460 | .406 | .437 | .432 |
| 20 | T-371 | Ind | 6-4 1/8x4 5/8 | 119-2400 | | 371.0 | 6.36 | 286-1200 (BE) | N | In | I | Op | 2.08 | 1.64 | 1.87 | 1.50 | .460 | .406 | .437 | .432 |
| 21 | T-427 | Ind | 6-4 1/8x4 7/8 | 140-2400 | | 427.0 | 6.36 | 335-1000 (BE) | N | In | I | Op | 2.08 | 1.64 | 1.87 | 1.50 | .460 | .406 | .437 | .432 |
| 22 | B-427 | Ind | 6-4 1/8x4 7/8 | 127-2400 | | 427.0 | 6.60 | 322-1000 (BE) | N | In | L | Op | 1.89 | 1.64 | 1.75 | 1.50 | .359 | .359 | .435 | .437 |
| 23 | B-6427 | T,B,M | 6-4 1/8x4 7/8 | 142-3000 | | 427.0 | 6.50 | 327-1200 (BE) | N | In | L | Op | 1.89 | 1.64 | 1.75 | 1.50 | .359 | .359 | .435 | .432 |
| 24 | T-6427 | T | 6-4 1/8x4 7/8 | 170-3000 | | 427.0 | 6.40 | 350-1300 (BE) | N | In | I | Op | 2.08 | 1.64 | 1.87 | 1.50 | .460 | .406 | .437 | .432 |
| 25 | U-501 | Ind | 6-4 1/2x5 1/4 | 160-2400 | | 501.0 | | 384-1200 (BE) | N | In | I | Op | 2.14 | 1.87 | 2.00 | 1.63 | .374 | .374 | .435 | .432 |
| 26 | U-6501 | T,B,Ind | 6-4 1/2x5 1/4 | 178-2600 | | 501.0 | 6.20 | 414-1200 (BE) | N | In | I | Op | 2.14 | 1.87 | 2.00 | 1.63 | .374 | .374 | .435 | .432 |
| 27 | R-513 | Ind | 6-4 1/2x5 1/2 | 164.3-2400 | | 513.0 | 5.95 | 392-1400 (BE) | N | In | I | Op | 2.14 | 1.89 | 2.00 | 1.75 | .500 | .500 | .500 | .493 |
| 28 | R-6513 | T,B | 6-4 1/2x5 1/2 | 192-2800 | | 513.0 | 6.00 | 410-1200 (BE) | N | In | I | Op | 2.14 | 1.89 | 1.81 | 1.75 | .500 | .500 | .500 | .495 |
| 29 | R-572 | Ind | 6-4 3/4x5 1/2 | 182.4-2400 | | 572.0 | 5.97 | 437-1400 (BE) | N | In | I | Op | 2.14 | 1.89 | 2.00 | 1.75 | .500 | .500 | .500 | .495 |
| 30 | R-6572 | T,B | 6-4 3/4x5 1/2 | 220-2800 | | 572.0 | 6.00 | 464-1200 (BE) | N | In | I | Op | 2.14 | 1.89 | 2.00 | 1.75 | .500 | .500 | .500 | .495 |
| 31 | R-602 | Ind | 6-4 7/8x5 1/2 | 192-2400 | | 602.0 | 6.00 | 460-1200 (BE) | N | In | I | Op | 2.14 | 1.89 | 2.00 | 1.75 | .500 | .500 | .500 | .495 |
| 32 | R-6602 | T,B | 6-4 7/8x5 1/2 | 232-2800 | | 602.0 | 6.00 | 482-1200 (BE) | N | In | I | Op | 2.14 | 1.89 | 2.00 | 1.75 | .500 | .500 | .500 | .495 |
| 33 | S-749 | Ind | 6-5 1/8x5 1/2 | 217-2200 | | 749.0 | | 572-1000 (BE) | N | In | I | Op | 2.39 | 2.14 | 2.25 | 2.00 | .562 | .562 | .497 | .496 |
| 34 | S-6749 | T | 6-5 1/8x5 1/2 | 250-2800 | | 749.0 | | 575-1300 (BE) | N | In | I | Op | 2.39 | 2.14 | 2.25 | 2.00 | .562 | .562 | .497 | .494 |
| 35 | K-6271 | T‡ | 6-3 5/8x4 3/8 | 115-3200 | | 271.0 | 6.40 | 216-1400 (BE) | N | In | I | Op | 1.99 | 1.64 | 1.78 | 1.56 | .443 | .406 | .435 | .432 |
| 36 | K-6290 | T | 6-3 3/4x4 3/8 | 123-3200 | | 290.0 | 6.40 | 232-1400 (BE) | N | In | I | Op | 1.99 | 1.64 | 1.78 | 1.56 | .443 | .406 | .435 | .432 |
| 37 | K-6330 | T | 6-4x4 3/8 | 147-3200 | | 330.0 | 6.40 | 274-2000 (BE) | N | In | I | Op | 1.99 | 1.64 | 1.78 | 1.56 | .443 | .406 | .435 | .432 |
| 38 | S-6820 | T | 6-5 1/8x5 1/2 | 275-2800 | | 820.0 | | 629-1300 (BE) | N | In | I | Op | 2.39 | 2.14 | 2.25 | 2.00 | .562 | .562 | .497 | .495 |
| 39 | V-603 | Ind | 8-4 1/8x4 1/4 | 220-2800 | | 603.0 | 7.00 | 500-1400 (BE) | N | In | I | Aus | 2.41 | 2.02 | 2.25 | 1.88 | .512 | .505 | .500 | .500 |
| 40 | V-8603 | T,B | 8-4 1/8x4 1/4 | 240-3200 | | 603.0 | 7.00 | 500-1400 (BE) | N | In | I | Aus | 2.41 | 2.02 | 2.25 | 1.88 | .512 | .505 | .500 | .500 |
| 41 | S-820 | Ind | 6-5 1/8x5 1/2 | 237-2200 | | 820.0 | | 625-1000 (BE) | N | In | I | Op | 2.39 | 2.14 | 2.25 | 2.00 | .562 | .562 | .497 | .495 |
| 42 | H-277 | Ind | 4-4x5 1/2 | 66.4-1800 | | 277.0 | 6.25 | 242-1000 (BE) | W | In | I | Op | 1.64 | 1.45 | 1.50 | 1.31 | .343 | .343 | .437 | .437 |
| 43 | M-363 | Ind | 6-4x4 1/2 | 129-2800 | | 363.0 | 6.70 | 294-1400 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .343 | .404 | .402 |
| 44 | M-6363 | T,B | 6-4x4 1/2 | 146-3000 | | 363.0 | 6.70 | 304-1600 (BE) | N | In | L | Op | 1.76 | 1.51 | 1.62 | 1.37 | .343 | .343 | .404 | .402 |
| 45 | K-363 | Ind | 6-4x4 1/2 | 123-2400 | | 363.0 | 6.50 | 295-1400 (BE) | N | In | I | Op | 1.99 | 1.65 | 1.78 | 1.56 | .466 | .441 | .435 | .432 |
| 46 | K-6363 | T,B | 6-4x4 1/2 | 162-3200 | | 363.0 | 6.50 | 300-1800 (BE) | N | In | I | Op | 1.99 | 1.65 | 1.78 | 1.56 | .466 | .441 | .435 | .432 |
| 47 | Dearborn 125 | M | 8-3 1/2x3 7/16 | | 125-4000 | 239.0 | 7.20 | 215-2200 (EA) | N | In | I | Aus | 1.93 | 1.51 | | | .360 | .360 | .342 | .341 |
| 48 | 150 | M | 8-3 5/8x3 3/16 | | 150-4000 | 256.0 | 7.60 | 230-2400 (EA) | N | In | I | Aus | 1.93 | 1.52 | | | .360 | .360 | .342 | .341 |
| 49 | 165 | M | 8-3 5/8x3 7/16 | | 165-4000 | 272.0 | 8.30 | 259-2400 (EA) | N | In | I | Aus | 1.93 | 1.51 | | | .360 | .360 | .342 | .341 |
| 50 | 185 | M | 8-3 7/8x3 7/16 | | 185-4000 | 292.0 | 8.80 | 272-2500 (EA) | N | In | I | Aus | 1.93 | 1.51 | | | .360 | .360 | .342 | .341 |
| 51 | 215 | M | 8-3 1/2x3 7/16 | | 215-4000 | 312.0 | 9.40 | 290-2800 (EA) | N | In | I | Aus | 1.93 | 1.51 | 1.56 | 1.30 | .400 | .420 | .342 | .341 |
| 52 | Dodge W300M, D100, D200, D300, P300 | T | 6-3 1/4x4 5/8 | 113-3800 | 102-3600 | 230.2 | 7.90 | 195-1600 | | N | In | L | Sil | 1.53 | 1.41 | | | .379 | .379 | .341 | .341 |
| 53 | P400, W100, W200 | T | 6-3 1/4x4 5/8 | 120-3600 | 109-3600 | 230.2 | 7.90 | 202-1600 | | N | In | L | Sil | 1.53 | 1.41 | | | .379 | .379 | .341 | .341 |
| 54 | D400, S400, D500, S500, W300 | T | 6-3 1/2x4 1/2 | 125-3600 | 115-3600 | 250.6 | 7.10 | 216-1600 | | N | In | L | Sil | 1.72 | 1.50 | | | .379 | .379 | .341 | .340 |
| 55 | D600, S600, W500 | T | 6-3 1/2x4 1/2 | 130-3600 | 120-3600 | 265.4 | 7.10 | 228-1600 | | N | In | L | Sil(y) | 1.72 | 1.50 | | | .379 | .379 | .341 | .434 |
| 56 | D100, D200, D300, P300, P400, W100, W200, D400, S400, D500, C500 | T | 8-3 5/8x3 1/2 | 204-4400 | 165-4400 | 314.6 | 8.10 | 290-2400 | | N | In | I | Sil | 1.84 | 1.47 | | | .259 | .259 | .373 | .372 |
| 57 | S800, W300, W500 | T | 8-3 5/8x3 1/2 | 204-4400 | 165-4400 | 314.6 | 8.10 | 290-2400 | | N | In | I | CNS | 1.84 | 1.47 | | | .259 | .259 | .373 | .372 |
| 58 | D600, C600, S600 | T | 8-3 5/8x3 1/2 | 207-4400 | 167-4400 | 314.6 | 7.60 | 295-2400 | | N | In | I | CNS(y | 1.75 | 1.47 | | | .259 | .259 | .373 | .372 |
| 59 | D700, C700, S700, T700 | T | 8-3 1/2x3 5/8 | 218-3900 | 190-3900 | 354.1 | 7.50 | 319-2400 | | N | In | I | Sil(y) | 2.00 | 1.75 | | | .259 | .259 | .373 | .434 |
| 60 | D800, T800 | T | 8-3 1/2x3 5/8 | 224-3900 | 200-3900 | 354.1 | 7.50 | 340-2000 | | N | In | I | Sil(y) | 2.00 | 1.75 | | | .259 | .259 | .373 | .434 |
| 61 | D900, T900 | T | 8-3 1/2x3 5/8 | 234-3900 | 211-3900 | 354.1 | 7.50 | 360-2400 | | N | In | I | Sil(y) | 2.00 | 1.75 | | | .259 | .259 | .373 | .434 |
| 62 | Flagship 220 | M | 8-3 7/8x3 | 220-4800 | | 283.0 | 7.80 | 270-3000 (BE) | | N | In | I | | | | | | | | | |
| 63 | 240 | M | 8-3 7/8x3 | 240-4800 | | 283.0 | 9.06 | 297-3200 (BE) | | N | In | I | | | | | | | | | |
| 64 | 310 | M | 8-3 7/8x3 | 300 | | 283.0 | 9.86 | | | N | In | I | | | | | | | | | |
| 65 | Ford EAE | Tr | 4-3 7/8x3 1/2 | 41-2000 | 39-2000 | 134.0 | 6.60 | 110-1450 (BE) | | D | In | I | Aus | 1.65 | 1.51 | 1.48 | 1.26 | .355 | .337 | .342 | .341 |
| 66 | EAF | Tr | 4-3 1/2x3 1/2 | 54.8-2200 | 48-2200 | 172.0 | 6.75 | 149-1300 (BE) | | D | In | I | Aus | 1.65 | 1.51 | 1.48 | 1.26 | .355 | .337 | .342 | .341 |
| 67 | EBR, EBS, EBT | T | 6-3 5/8x3 1/2 | 139-4200 | 126-4000 | 223.0 | 8.30 | 207-2250 (BE) | | N | In | I | Aus | 1.78 | 1.51 | 1.64 | 1.37 | .369 | .369 | .342 | .341 |
| 68 | ECS | T | 8-3 5/8x3 1/2 | 196-3800 | 172-3600 | 302.0 | 7.60 | 299-2500 (BE) | | N | In | I | CNS(x | 1.93 | 1.51 | 1.79 | 1.30 | .346 | .377 | .371 | .435 |
| 69 | ECT | T | 8-3 1/2x3 5/8 | 212-3800 | 187-3600 | 332.0 | 7.60 | 326-2500 (BE) | | N | In | I | CNS(x | 1.93 | 1.51 | 1.79 | 1.30 | .346 | .377 | .371 | .435 |
| 70 | EEH, EEJ | T | 8-3 1/2x3 5/8 | 186-4000 | 156-4000 | 292.0 | 7.90 | 269-2700 (BE) | | N | In | I | Aus | 1.93 | 1.51 | 1.66 | 1.30 | .400 | .420 | .342 | .341 |
| 71 | EEK | T | 8-3 1/2x3 5/8 | 187-3800 | 160-3600 | 292.0 | 7.60 | 270-2900 (BE) | | N | In | I | Sil(x) | 1.93 | 1.51 | 1.66 | 1.37 | .400 | .420 | .342 | .435 |
| 72 | EDL | T | 8-4 1/8x3 5/8 | 226-3800 | 190-3600 | 401.0 | 7.50 | 350-2300 (BE) | | N | In | I | CNS(x | 2.02 | 1.64 | 1.84 | 1.44 | .414 | .414 | .435 | .435 |
| 73 | EDM | | 8-4 1/8x3 5/8 | 260-3600 | 224-3400 | 477.0 | 7.50 | 430-2300 (BE) | | N | In | I | CNS(x | 2.02 | 1.64 | 1.84 | 1.44 | .414 | .414 | .435 | .435 |
| 74 | EDN | T | 8-4 1/8x4 1/2 | 277-3400 | 246-3200 | 534.0 | 7.50 | 490-2300 (BE) | | N | In | I | CNS | 2.02 | 1.64 | 1.84 | 1.44 | .414 | .414 | .435 | .435 |
| 75 | D | Ind | 4-3.9x3.6 | 61-2800 | | 172.0 | 7.50 | 147-1400 (BE) | | D | In | I | Aus | 1.65 | 1.52 | 1.46 | 1.26 | .355 | .337 | .343 | .342 |
| 76 | E | Ind | 4-3 1/2x3 1/2 | 48.5-2800 | | 134.0 | 7.50 | 110-1400 (BE) | | D | In | I | Aus | 1.65 | 1.52 | 1.46 | 1.26 | .355 | .337 | .343 | .342 |
| 77 | F | Ind | 6-3 5/8x3 1/2 | 107-2800 | | 223.0 | 8.50 | 203-2000 (BE) | | N | In | I | Aus+ | 1.78 | 1.51 | 1.46 | 1.26 | .369 | .369 | .342 | .341 |
| 78 | J | Ind | 8-3 5/8x3 1/2 | 132-2800 | | 272.0 | 8.50 | 248-2100 (BE) | | N | In | I | Aus+ | 1.43 | 1.52 | | | .400 | .420 | .342 | .341 |
| 79 | L | Ind | 8-3 7/8x3 5/8 | 168-2800 | | 332.0 | 7.80 | 318-2000 (BE) | | N | In | I | CNSx+ | 2.01 | 1.52 | | | .346 | .374 | .342 | .435 |
| 80 | GMC 270 | B | 6-3 1/2x4 | 130-3600 | 121-3400 | 269.5 | 7.75 | 238-1650 (BE) | | N | In | I | Sil | 1.64 | 1.46 | 1.31 | 1.15 | .395 | .387 | .341 | .340 |
| 81 | 270 | T | 6-3 1/2x4 | 140-3600 | 127-3400 | 269.5 | 7.75 | 246-1800 (BE) | | N | In | I | Aus+ | 1.64 | 1.43 | 1.31 | 1.15 | .395 | .387 | .341 | .340 |
| 82 | 302 | T | 6-4x4 | 160-3800 | 141-3400 | 301.6 | 7.50 | 268-1800 (BE) | | N | In | I | Aus+ | 1.86 | 1.56 | 1.56 | 1.18 | .395 | .387 | .341 | .340 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# TRACTOR, MARINE, OR INDUSTRIAL USE—*continued*

| VALVES | | | | PISTONS | | | | CONNECTING RODS | | | CRANKSHAFT | | | | | | | | CARBURETOR | | | OVERALL DIMENSIONS (In.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seats | | | | | | | | | | | | | Crank-Pin | MAIN BEARINGS | | | | | | | | | | | | |
| Angle (Deg.) | Inserts Used? | Insert Material (S.A.E. No.) | Camshaft Drive—Type | Material | Weight with Pins, Rings, Bushings (Oz.) | Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Material | Center to Center Length (In.) | Weight with Bushing and Cap (Oz.) | Material | Counter Balance Used | Diameter and Length (In.) | Number | Diameter and Length (In.) Front | Diameter and Length (In.) Rear | Oil Pressure to— | Make | Size | Engines Weight without Carbureter or Ignition (Lb.) | Width | Height | Length | Clutch Housing (S.A.E. Nos.) | Line Number |
| (h) | Op | SA | HG | Al | | .859x2.87 | 4 | 1030 | 7 | | DFS | N | 1.93x1.31 | 3 | 2.25x1.18 | 2.25x1.89 | acdgt | Op | Op | 395 | 26 | 26 1/16 | 29 1/16 | 4,3 | 1 |
| (h) | Op | SA | HG | Al | | 1.25x3.31 | 4 | 1035 | 9 1/2 | | DFS | N | 2.50x1.18 | 3 | 2.87x1.81 | 2.87x2.06 | acdg | Op | Op | 645 | 19 3/4 | 33 3/16 | 30 1/2 | | 2 |
| (h) | Op | SA | HG | Al | | 1.25x3.18 | 5 | 1035 | 9 1/2 | | DFS | N | 2.56x1.18 | 3 | 2.87x1.81 | 2.87x2.06 | acdg | Op | Op | 654 | 19 3/4 | 33 3/16 | 30 1/2 | | 3 |
| (h) | E | SA | HG | Al | | 1.25x3.18 | 4 | 1035 | 9 1/2 | | DFS | N | 2.50x1.18 | 3 | 2.87x1.81 | 2.87x2.06 | acdg | | | 654 | 19 3/4 | 33 3/16 | 30 1/2 | | 4 |
| (h) | Op | SA | HG | CI | | .859x2.50 | 4 | 1030 | 7 | | DFS | N | 1.93x1.31 | 4 | 2.25x1.18 | 2.25x1.81 | acdgt | Op | Op | 505 | 26 | 27 1/4 | 36 1/16 | 4 | 5 |
| (h) | Op | SA | HG | CI | | .859x2.50 | 4 | 1030 | 7 | | DFS | Y | 1.93x1.31 | 4 | 2.25x1.81 | 2.25x1.81 | acdgt | Op | Op | 515 | 26 | 27 1/4 | 36 1/16 | 4,3 | 6 |
| (h) | Op | SA | HG | Al | | .859x2.68 | 4 | 1030 | 7 | | DFS | N | 1.93x1.31 | 4 | 2.25x1.18 | 2.25x1.81 | acdgt | Op | Op | 505 | 26 | 27 1/4 | 36 1/16 | 4 | 7 |
| (h) | Op | SA | HG | Al | | .859x2.68 | 4 | 1030 | 7 | | DFS | Y | 1.93x1.31 | 4 | 2.25x1.18 | 2.25x1.81 | acdgt | Op | Op | 515 | 26 | 27 1/4 | 36 1/16 | 4,3 | 8 |
| (h) | Op | SA | HG | CI | | .859x2.81 | 4 | 1030 | 7 | | DFS | Y | 2.06x1.31 | 4 | 2.37x1.28 | 2.37x1.73 | acdgt | Op | Op | 510 | 26 | 27 1/4 | 36 1/16 | 4 | 9 |
| (h) | Op | SA | HG | Al | | .859x2.81 | 4 | 1030 | 7 | | DFS | Y | 2.06x1.31 | 4 | 2.37x1.28 | 2.37x1.81 | acdgt | Op | Op | 515 | 26 | 27 1/4 | 36 1/16 | 4,3 | 10 |
| (h) | E | | HG | Al | | 1.10x3.06 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdgt | Op | Op | 720 | 25 1/16 | 29 1/2 | 42 | 3 | 11 |
| (h) | E | SA | HG | Al | | 1.10x3.06 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdgt | Op | Op | 755 | 25 3/4 | 29 1/2 | 42 | 4,3 | 12 |
| (h) | E | SA | HG | Al | | 1.10x3.18 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdgt | Op | Op | 720 | 25 3/4 | 29 1/2 | 42 | 3 | 13 |
| (h) | E | SA | HG | Al | | 1.10x3.18 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdgt | Op | Op | 755 | 25 3/4 | 29 1/2 | 42 | 4,3 | 14 |
| (h) | E | SA | HG | Al | | 1.10x3.43 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdgt | Op | Op | 720 | 25 3/4 | 29 1/2 | 42 | 3 | 15 |
| (h) | E | SA | HG | Al | | 1.10x3.43 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdgt | Op | Op | 755 | 25 3/4 | 29 1/2 | 42 | 4,3 | 16 |
| (h) | E | St | HG | Al | | 1.25x3.43 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.62 | acdgt | Op | Op | 870 | 26 | 29 1/4 | 32 1/16 | 2 | 17 |
| (h) | E | St | HG | Al | | 1.25x3.43 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.71 | acdgt | Op | Op | 870 | 26 | 29 1/4 | 43 1/16 | 3,2 | 18 |
| (n) | E | St | HG | Al | | 1.25x3.37 | 5 | 1035 | 8 5/8 | | DFS‡ | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.71 | acdg | Op | Op | 1070 | 24 1/2 | 31 5/8 | 45 1/2 | | 19 |
| (n) | E | SA | HG | Al | | 1.25x3.37 | 5 | 1035 | 8 5/8 | | DFS‡ | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.71 | acdg | Op | Op | 1070 | 24 1/2 | 31 5/8 | 45 1/2 | | 20 |
| (n) | E | SA | HG | Al | | 1.25x3.62 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.71 | acdg | Op | Op | 1075 | 24 1/2 | 31 5/8 | 45 1/2 | | 21 |
| (h) | E | | HG | Al | | 1.25x3.43 | 5 | 1035 | 8 5/8 | | DFS | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.62 | acdfgt | Op | Op | 875 | 26 | 29 1/4 | 43 1/16 | 2 | 22 |
| (h) | E | St | HG | Al | | 1.25x3.43 | 5 | 1035 | 8 5/8 | | DFS‡ | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.71 | acdfgt | Op | Op | 875 | 26 | 29 1/4 | 43 1/16 | 3,2 | 23 |
| (n) | E | St | HG | Al | | 1.25x3.62 | 5 | 1035 | 8 5/8 | | DFS‡ | Y | 2.50x1.69 | 7 | 2.87x1.65 | 2.87x2.71 | acdg | Op | Op | 1075 | 24 1/2 | 31 5/8 | 45 1/2 | | 24 |
| (h) | E | SA | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS | Y | | 7 | 2.75x1.75 | 2.75x2.81 | acfg | | | | 26 1/2 | 37 1/16 | 47 3/32 | 2 | 25 |
| (h) | E | St | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | | 7 | 2.75x1.75 | 2.75x2.81 | acfg | Op | Op | | 26 1/2 | 37 1/16 | 47 3/32 | 2 | 26 |
| (h) | E | | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | 3.00x1.94 | 7 | 3.25x1.75 | 3.25x2.75 | acdfgt | Op | Op | 1550 | | | | 1 | 27 |
| (h) | E | St | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | 3.00x1.94 | 7 | 3.25x1.75 | 3.25x2.75 | acefg | Op | Op | 1525 | | | | 2 | 28 |
| (h) | E | | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | 3.00x1.94 | 7 | 3.25x1.75 | 3.25x2.75 | acdfgt | Op | Op | 1550 | | | | 1 | 29 |
| (h) | E | St | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | 3.00x1.94 | 7 | 3.25x1.75 | 3.25x2.75 | acdfg | Op | Op | 1525 | | | | 2 | 30 |
| (h) | E | St | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | 3.00x1.94 | 7 | 3.25x1.75 | 3.25x2.75 | acdfg | Op | Op | 1550 | | | | 1 | 31 |
| (h) | E | St | HG | Al | | 1.50x3.72 | 5 | 1035 | 10 1/2 | | DFS‡ | Y | 3.00x1.94 | 7 | 3.25x1.75 | 3.25x2.75 | acdfgt | Op | Op | 1525 | | | | 2 | 32 |
| (h) | E | St | HG | Al | | 1.75x4.53 | 5 | 8640 | 10 1/2 | | DFS‡ | Y | | 7 | 3.75x1.12 | 3.75x3.12 | acdg | Op | Op | | 31 1/16 | 47 1/16 | 57 1/16 | 0 | 33 |
| (h) | E | St | HG | Al | | 1.75x4.53 | 5 | 8640 | 10 1/2 | | DFS‡ | Y | | 7 | 3.75x1.87 | 3.75x3.12 | acdg | Op | Op | 1865 | 31 1/16 | 47 1/16 | 57 1/16 | 1 | 34 |
| (n) | E | St | HG | Al | | 1.10x3.06 | 5 | 1035 | 8 3/8 | | DFS‡ | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdfg | Op | Op | | | | | 3 | 35 |
| (n) | E | St | HG | Al | | 1.10x3.18 | 5 | 1035 | 8 3/8 | | DFS‡ | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdfg | Op | Op | | | | | 3 | 36 |
| (n) | E | St | HG | Al | | 1.10x3.43 | 5 | 1035 | 8 3/8 | | DFS‡ | Y | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdfg | Op | Op | | | | | 3 | 37 |
| (h) | E | St | HG | Al | | 1.75x4.53 | 5 | 8640 | 10 1/2 | | DFS‡ | Y | | 7 | 3.75x1.87 | 3.75x3.12 | acdg | Op | Op | | | | | | 38 |
| (h) | E | AS | HG | Al | | 1.50x3.97 | 4 | 8637 | 8 3/8 | 46.8 | 1046 | | 3.13x3.13 | 5 | 3.50x1.63 | 3.50x2.75 | abcdfg | | 13/4 | | | | | 2 | 39 |
| (h) | E | AS | HG | Al | | 1.50x3.97 | 4 | 8637 | 8 3/8 | 46.8 | 1046 | | 3.13x3.13 | 5 | 3.50x1.63 | 3.50x2.75 | abcdfg | | 13/4 | 1788 | 32 1/16 | 33 7/16 | 44 3/32 | 2 | 40 |
| (h) | E | St | HG | Al | | 1.75x4.53 | 5 | 8640 | 10 1/2 | | DFS‡ | | | 7 | 3.75x1.87 | 3.75x3.12 | abcdfg | Op | | | | | | | 41 |
| (h) | E | SA | HG | Al | | 1.25x3.18 | 4 | 1035 | 9 1/2 | | DFS | | 2.50x1.18 | 3 | 2.87x1.81 | 2.87x2.06 | acdfg | Op | | 660 | 19 3/4 | 33 3/16 | 30 1/2 | 3 | 42 |
| (h) | E | SA | HG | Al | | 1.10x3.43 | 5 | 1035 | 8 3/8 | | 1046 | | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdg | Op | | 850 | 25 3/4 | 29 1/2 | 42 | 3 | 43 |
| (h) | E | SA | HG | Al | | 1.10x3.43 | 5 | 1035 | 8 3/8 | | 1046 | | 2.25x1.56 | 7 | 2.62x1.50 | 2.62x2.18 | acdg | Op | | 840 | 25 3/4 | 29 1/2 | 42 | 3 | 44 |
| (h) | E | Ste○ | HG | Al | | 1.11x3.43 | 5 | 1035 | 8 3/8 | | 1046 | | 2.25x1.56 | 7 | 2.81x1.36 | 2.81x1.94 | acdfg | Op | | 970 | 24 1/2 | 34 | 40 1/16 | 3 | 45 |
| (h) | E | Ste○ | HG | Al | | 1.11x3.43 | 5 | 1035 | 8 3/8 | | 1046 | | 2.25x1.56 | 7 | 2.81x1.36 | 2.81x1.94 | acf | Op | | 960 | 24 1/2 | 34 | 40 1/16 | 3 | 46 |
| 45 | N | | Ch | Als | 25.4 | .912x3.02 | 3 | SF | 6 1/16 | 24.2 | Al | Y | 2.19x1.76 | 5 | 2.50x.728 | 2.50x.728 | acdf | Car | 1 1/16 | 638* | 27 1/16 | 24 7/16 | 36 1/16 | | 47 |
| 45 | | | Ch | Als | 26.7 | .912x3.02 | 3 | SF | 6 1/16 | 24.2 | Al | | 2.19x1.76 | 5 | 2.50x.728 | 2.50x.728 | acdfg | Car | 1 1/16 | 640* | 27 1/16 | 24 7/16 | 36 1/16 | | 48 |
| 45 | N | | Ch | Als | 26.7 | .912x3.02 | 3 | SF | 6 1/16 | 24.2 | Al | Y | 2.19x1.76 | 5 | 2.50x.728 | 2.50x.728 | acdf | Car | 1 1/16 | 640* | 27 1/16 | 24 7/16 | 36 1/16 | | 49 |
| 45 | N | | Ch | Als | 26.8 | .912x3.02 | 3 | SF | 6 1/16 | 24.2 | Al | Y | 2.19x1.76 | 5 | 2.50x.728 | 2.50x.728 | acdf | Car | 1 1/16 | 640* | 27 1/16 | 24 7/16 | 36 1/16 | | 50 |
| 45 | N | | Ch | Alf | 27.6 | .912x3.02 | 3 | SF | 6 1/16 | 22.6 | Al | | 2.19x1.76 | 5 | 2.62x.728 | 2.62x.728 | acdfg | Car | 1 1/16 | 640* | 27 1/16 | 24 7/16 | 36 1/16 | | 51 |
| 45 | E | SA | Ch | Al | 15.7[m] | .859x2.75 | 4 | MS | 7 1/16 | | CS | | 2.08x1.00 | 4 | 2.50x1.17 | 2.50x1.59 | acdg | BB | 1 1/16 | | | | | | 52 |
| 45 | E | SA | Ch | Al | 15.7[m] | .859x2.75 | 4 | MS | 7 1/16 | | CS | | 2.08x1.00 | 4 | 2.50x1.17 | 2.50x1.59 | acdg | BB | 1 1/16 | | | | | | 53 |
| 45 | E | SA | Ch | Al | 19.1[m] | .859x2.87 | 3 | MS | 7 5/8 | | CS | | 2.12x1.08 | 4 | 2.50x1.55 | 2.50x1.59 | acdg | BB | 1 1/16 | | | | | | 54 |
| 45 | E | SA | Ch | Al | 19.1[m] | .859x2.87 | 3 | MS | 7 3/4 | | CS‡ | | 2.12x1.08 | 4 | 2.50x1.55 | 2.50x1.59 | acdg | BB | 1 1/16 | | | | | | 55 |
| 45 | N | | Ch | Al | 18.2[m] | .922x3.06 | 3 | MS | 6 5/8 | | CS | | 2.25x.811 | 5 | 2.50x.822 | 2.50x1.53 | acdfg | Str | 1 7/16 | | | | | | 56 |
| 45 | N | | Ch | Al | 18.2[m] | .922x3.06 | 3 | MS | 6 5/8 | | CS‡ | | 2.25x.811 | 5 | 2.50x.822 | 2.50x1.53 | acdfg | Str | 1 7/16 | | | | | | 57 |
| 45 | E | SA | Ch | Al | 18.2[m] | .922x3.06 | 3 | MS | 6 5/8 | | CS‡ | | 2.25x.811 | 5 | 2.50x.822 | 2.50x1.53 | acdfg | Str | 1 7/16 | | | | | | 58 |
| 45 | E | SA | Ch | Al | 22.6[m] | .984x3.14 | 3 | MS | 6 5/8 | | CS‡ | | 2.25x.906 | 5 | 2.50x.875 | 2.50x1.59 | acdfg | BB | 1 1/16 | | | | | | 59 |
| 45 | E | Eat | Ch | Al | 22.6[m] | .984x3.14 | 3 | MS | 6 5/8 | | CS‡ | | 2.25x.906 | 5 | 2.50x.875 | 2.50x1.59 | acdfg | BB | 1 1/16 | | | | | | 60 |
| 45 | E | Eat | Ch | Al | 22.6[m] | .984x3.14 | 3 | MS | 6 5/8 | | CS‡ | | 2.25x.906 | 5 | 2.50x.875 | 2.50x1.59 | acdfg | BB(2) | 1 1/16 | | | | | | 61 |
| | | | Ch | Als | | | 3 | | | | AS | | | 5 | | | acdf | ‡‡‡ | | 690 | 25 1/16 | 29 | 35 | | 62 |
| | | | Ch | Als | | | 3 | | | | AS | | | 5 | | | acdf | ‡‡‡ | | 690 | 25 1/16 | 29 | 35 | | 63 |
| | | | Ch | Als | | | 3 | | | | AS | | | 5 | | | acdf | ‡‡‡ | | 690 | 25 1/16 | 29 | 35 | | 64 |
| 45 | E | CA | HG | Alst | 24.0 | .912x2.84 | 3 | 1041 | 6 1/16 | 32.0 | NI | | 2.30x1.25 | 3 | 2.50x1.50 | 2.50x1.65 | acdf | MaS | 7/8 | 489* | 19 7/16 | 27 1/16 | 30 3/32 | 5 | 65 |
| 45 | E | CA | HG | Alst | 31.4 | .912x3.17 | 3 | 1041 | 6 1/16 | 32.0 | NI | | 2.30x1.25 | 3 | 2.50x1.50 | 2.50x1.65 | acdf | MaS | 1 | 489* | 19 7/16 | 27 1/16 | 30 3/32 | 5 | 66 |
| 45 | N | | Ch | Alst | 19.2[m] | .912x3.02 | 3 | SF | 6 1/16 | 29.6 | Al | | 2.30x1.25 | 4 | 2.62x.923 | 2.50x.923 | acdfg | Hol | 1 1/16 | 418 | 19 1/16 | 30 1/16 | 33 1/16 | | 67 |
| 45 | E | TCA | Ch | Alst | 32.2 | .912x3.02 | 4 | 1041 | 7 1/16 | 28.4 | 1046 | | 2.25x1.88 | 5 | 2.62x1.03 | 2.62x1.94 | acdf | Hol | | 641 | | | | | 68 |
| 45 | E | TCA | Ch | Alst | 32.5 | .912x3.17 | 4 | 1041 | 7 1/16 | 28.4 | 1046 | | 2.25x1.88 | 5 | 2.62x1.03 | 2.62x1.94 | acdf | Hol | | 648 | | | | | 69 |
| 45 | N | | Ch | Alst | 26.6 | .912x3.01 | 3 | 1041 | 6 3/16 | | NI | | 2.19x1.76 | 5 | 2.50x.907 | 2.50x.907 | acdf | Hol | | 553 | | | | | 70 |
| 45 | E | TCA | Ch | Alst | 28.9 | .975x3.49 | 3 | 1041 | 6 1/16 | 22.8 | NI | | 2.19x1.76 | 5 | 2.50x.907 | 2.50x.907 | acdf | Hol | | 553 | | | | | 71 |
| 45 | Bo | TCA | HG | Alst | 51.6 | 1.22x3.34 | 4 | 1041 | 7 3/4 | 41.0 | 5046 | | 2.75x2.03 | 5 | 3.13x1.10 | 3.13x1.10 | acdfg | Hol | | 963 | | | | | 72 |
| 45 | Bo | TCA | HG | Alst | 56.5 | 1.22x3.85 | 4 | 1041 | 7 3/4 | 41.0 | 5046 | | 2.75x2.03 | 5 | 3.13x1.10 | 3.13x1.10 | acdfg | Hol | | 927 | | | | | 73 |
| 45 | Bo | TCA | HG | Alst | 56.5 | 1.22x3.85 | 4 | 1041 | 7 3/4 | 41.0 | 5046 | | 2.75x2.03 | 5 | 3.13x1.17 | 3.13x1.10 | acdfg | Hol | | 941 | | | | | 74 |
| 45 | N | N | Ch | Alst | 25 | .912x2.98 | 3 | MS | 6 3/4 | 24 | Al | | 2.19x1.76 | 5 | 2.50x1.17 | 2.50x1.22 | acdfg | MaS | 1 | 606 | 28 1/4 | 30 1/16 | 31 1/16 | 3,4 | 75 |
| 45 | N | N | Ch | Alst | 26 | .912x3.03 | 3 | MS | 6 3/4 | 30.5 | Al | | 2.30x1.25 | 4 | 2.50x1.30 | 2.50x1.64 | acdfg | MaS | 1 1/16 | 507 | 23 1/16 | 29 3/16 | 36 3/16 | 3,4 | 76 |
| 45 | N | | Ch | Alst | 19.2[m] | .912x3.02 | 3 | SF | 6 1/16 | 29.6 | Al | | 2.30x1.25 | 4 | 2.62x.923 | 2.50x.923 | acdfg | Hol | 1 1/16 | 507 | 28 1/16 | 31 1/16 | 31 1/16 | 3,4 | 77 |
| 45 | N | | Ch | Alst | 18.7[m] | .912x3.02 | 3 | SF | 6 3/4 | 24.1 | Al | | 2.19x1.76 | 5 | 2.50x.728 | 2.50x.728 | acdf | Hol | 1 1/16 | 610 | 28 1/16 | 32 1/16 | 32 7/16 | 3,4 | 78 |
| 45 | E | TCA | HG | Alst | 22.9[m] | .912x3.17 | 4 | SF | 7 1/16 | 28.4 | Al | | 2.25x1.88 | 5 | 2.62x.723 | 2.62x.723 | acdf | Hol | 1 1/16 | 753 | 31 1/16 | 34 1/16 | 33 3/16 | 2,3 | 79 |
| 30 | N | | HG | Alt | 41 | 1.05x3.25 | 4 | 1141 | 7 | 34 | 1046 | Y | 2.31x1.44 | 4 | 2.69x1.25 | 2.78x1.53 | abcdfg | Zen | 1 5/8 | | 26 1/2 | 35 | 41 | | 80 |
| 30 | N | | HG | Alt | 41.0 | 1.05x3.25 | 4 | 1141 | 7 | 35.0 | 1046 | Y | 2.31x1.44 | 4 | 2.69x1.25 | 2.78x1.53 | abcdefg | Zen | 1 1/2 | | 26 1/16 | 35 | 41 | | 81 |
| (h) | N | | HG | Alst | 43.0 | 1.05x3.50 | 4 | 1141 | 7 | 35.0 | 1046 | Y | 2.31x1.44 | 4 | 2.69x1.25 | 2.78x1.53 | abcdefg | Ben | 1 1/4 | | 26 | 34 | 40 5/8 | | 82 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 GASOLINE ENGINES FOR TRUCK, BUS,

| Line Number | ENGINE MAKE AND MODEL | Designed for | Number of Cylinders, Bore and Stroke (In.) | MAXIMUM BRAKE Hp. at Specified R.P.M. | | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) with or without Accessories | Cylinder Liners—Type | Crankcase—Upper Half Integral with Cylinders | VALVES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | With Bare Engine | With Standard Accessories | | | | | | Arrangement | Exhaust Head Material (S.A.E. No.) | Max. Head Diameter (In.) | | Min. Port Diameter (In.) | | Lift (In.) | | Stem Diameter (In.) | |
| | | | | | | | | | | | | | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust |
| | GMC—Cont'd | | | | | | | | | | | | | | | | | | | |
| 1 | 336 | T | 8-3 7/8x3 7/8 | 200-4400 | 171-3800 | 336.1 | 7.50 | 307-2200 (BE) | N | In | I | Aus+ | 1.88 | 1.60 | | | .373 | .373 | .344 | .344 |
| 2 | 370 | T | 8-4x3 11/16 | 232-4200 | 199-3600 | 370.7 | 7.65 | 355-2600 (BE) | N | In | I | Aus+ | 1.75 | 1.56 | | | .435 | .435 | .344 | .391 |
| 3 | 503 | T | 6-4 7/8x5 1/2 | 217-3000 | 188-2800 | 502.7 | 6.50 | 455-1600 (BE) | N | Se | I | Sil(x)+ | 2.09 | 1.69 | 1.75 | 1.50 | .460 | .460 | .372 | .434 |
| 4 | Gray Marine Seascout 4-81 | M | 4-2 7/8x3 1/2 | | 25-2000 | 91.0 | 7.45 | | N | In | L | Sil | 1.20 | 1.02 | 1.06 | .875 | .284 | .284 | .314 | .313 |
| 5 | Four-112 | M | 4-3 1/8x3 1/2 | | 31-2000 | 112.0 | 6.00 | | N | In | L | Sil | 1.20 | 1.02 | 1.06 | .800 | .284 | .284 | .313 | .313 |
| 6 | Four-162 | M | 4-3 1/2x4 1/8 | | 63-3000 | 162.0 | 6.50 | | N | In | L | Sil | 1.51 | 1.33 | 1.37 | 1.18 | .331 | .331 | .340 | .361 |
| 7 | Four-45 | M | 4-2 1/8x3 1/2 | | 45-3600 | 91.0 | 7.45 | | N | In | L | Sil | 1.20 | 1.02 | 1.06 | .875 | .284 | .284 | .314 | .314 |
| 8 | Four-75 | M | 4-3 1/2x4 1/8 | | 75-3600 | 162.0 | 8.00 | | N | In | L | Sil | 1.64 | 1.45 | 1.37 | 1.18 | .331 | .331 | .340 | .313 |
| 9 | Four-85 | M | 4-3 1/2x4 1/8 | | 85-4000 | 162.0 | 8.00 | | N | In | L | Sil | 1.64 | 1.45 | 1.37 | 1.18 | .331 | .331 | .340 | .313 |
| 10 | Fireball 4-90 | M | 4-3 1/2x4 1/8 | | 90-4000 | 162.0 | 8.00 | | N | In | L | Sil | 1.64 | 1.45 | 1.16 | 1.07 | .331 | .331 | .340 | .318 |
| 11 | Model 620 | M | 4-3 1/8x3 1/8 | | 60-3200 | 140.0 | 7.05 | 96-2400 (EA) | N | In | L | Sil | 1.51 | 1.33 | 1.37 | 1.18 | .331 | .331 | .341 | .339 |
| 12 | Model 70 | M | 4-3 1/2x4 1/8 | | 70-3400 | 162.0 | 8.00 | 125-2200 (EA) | N | In | L | Sil | 1.64 | 1.45 | 1.37 | 1.18 | .331 | .331 | .340 | .313 |
| 13 | Model 109 | M | 6-3 1/8x4 1/8 | | 109-3400 | 226.0 | 8.00 | | N | In | L | Sil | 1.51 | 1.33 | 1.37 | 1.18 | .311 | .311 | .340 | .339 |
| 14 | Model 116 | M | 6-3 1/8x4 1/8 | | 116-3600 | 226.0 | 8.00 | 1595-2600 (EA) | N | In | L | Sil | 1.51 | 1.33 | 1.37 | 1.18 | .348 | .332 | .340 | .339 |
| 15 | Model 118 | M | 6-3 1/8x4 1/8 | | 118-3600 | 226.0 | 8.00 | | N | In | L | Sil | 1.51 | 1.33 | 1.37 | 1.18 | .311 | .311 | .340 | .339 |
| 16 | Model 120 | M | 6-3 1/8x4 1/8 | | 120-3600 | 244.0 | 8.00 | 186-2600 (EA) | N | In | L | Sil | 1.70 | 1.42 | 1.56 | 1.31 | .311 | .311 | .339 | .343 |
| 17 | Model 136 | M | 6-3 1/8x4 1/8 | | 136-3600 | 244.0 | 8.00 | 216-2600 (EA) | N | In | L | Sil | 1.7 | 1.42 | 1.56 | 1.31 | .311 | .311 | .339 | .343 |
| 18 | Model 150 | M | 6-4x4 1/8 | | 150-3400 | 330.0 | 7.75 | | N | In | L | Sil(x) | 1.89 | 1.58 | 1.62 | 1.37 | .354 | .354 | .403 | .401 |
| 19 | Model 165 | M | 6-4x4 1/8 | | 165-3400 | 363.0 | 8.00 | 286-1400 (EA) | N | In | L | Sil | 1.89 | 1.59 | 1.62 | 1.37 | .354 | .354 | .404 | .431 |
| 20 | Model 175 | M | 6-4x4 1/8 | | 175-3400 | 363.0 | 8.00 | 316-1400 (EA) | N | In | L | Sil | 1.89 | 1.59 | 1.62 | 1.37 | .354 | .354 | .404 | .431 |
| 21 | Model 185 | M | 6-4 1/8x4 7/8 | | 185-3400 | 427.0 | 7.20 | 352-1200 (EA) | N | In | L | Sil | 2.16 | 1.77 | 2.02 | 1.63 | .359 | .359 | .434 | .431 |
| 22 | Model 200 | M | 6-4 1/8x4 7/8 | | 200-3400 | 427.0 | 7.20 | 368-1200 (EA) | N | In | L | Sil | 2.16 | 1.77 | 2.02 | 1.63 | .359 | .359 | .434 | .431 |
| 23 | 160 | M | 8-3 1/8x3 1/4 | | 160-4000 | 250.0 | 7.50 | 230-2600 (EA) | N | In | I | 2112N | 1.79 | 1.41 | 1.59 | 1.25 | .375 | .375 | .342 | .341 |
| 24 | 225 | M | 8-4x3 1/4 | | 225-4400 | 327.0 | 9.00 | 343-2700 (EA) | N | In | I | 2112N | 1.79 | 1.41 | 1.59 | 1.25 | .375 | .375 | .342 | .341 |
| 25 | Hall-Scott 2269-O | Ind | 12-5 1/4x7 | | 630-2100 | 2181.0 | 6.50 | | N | Se | I | 2112 | 2.87 | 2.75 | 2.62 | 2.50 | .482 | .482 | .497 | .528 |
| 26 | 590-GV-3, 590-GV-4 | B,T,Ind | 6-5x5 | 232-2800 | 205-2800 | 590.0 | 6.60 | 510-1800 (BE) | N | Se | I | 2112 | 2.37 | 2.37 | 2.14 | 2.14 | .500 | .500 | .496 | .496 |
| 27 | *590-BV-1 | B,T,Ind | 6-5x5 | 246-2800 | 205-2800 | 590.0 | 9.00 | 510-1800 (BE) | N | Se | I | 2112 | 2.37 | 2.37 | 2.14 | 2.14 | .500 | .500 | .496 | .496 |
| 28 | 590-GH-1 | B,T,Ind | 6-5x5 | 232-2800 | 205-2800 | 590.0 | 6.60 | 510-1800 (BE) | N | Se | I | 2112 | 2.37 | 2.37 | 2.14 | 2.14 | .500 | .500 | .496 | .496 |
| 29 | *590-BH-1 | B,T,Ind | 6-5x5 | 246-2800 | 205-2800 | 590.0 | 9.90 | 510-1800 (BE) | N | Se | I | 2112 | 2.37 | 2.37 | 2.14 | 2.14 | .500 | .500 | .496 | .496 |
| 30 | 590-O | Ind | 6-5x5 | 229-2400 | 219-2400 | 590.0 | 8.70 | 510-1600 (BE) | N | Se | I | 2112 | 2.38 | 2.38 | 2.16 | 2.19 | .500 | .500 | .497 | .496 |
| 31 | 6156-G-1 | T | 6-5 1/4x6 | 312-2400 | 294-2400 | 935.0 | 6.40 | 830-1300 (BE) | N | Se | I | 2112 | 2.63 | 2.38 | 2.38 | 2.02 | .547 | .547 | .496 | .527 |
| 32 | 6156-B-1 | T | 6-5 1/4x6 | 338-2400 | 320-2400 | 935.0 | 8.10 | 870-1300 (BE) | N | Se | I | 2112 | 2.63 | 2.38 | 2.38 | 2.02 | .547 | .547 | .496 | .527 |
| 33 | 6182-G-1 | T,Ind | 6-5 1/4x7 | 332-2200 | 317-2200 | 1091.0 | 6.50 | 960-1250 (BE) | N | Se | I | 2112 | 2.63 | 2.38 | 2.38 | 2.02 | .547 | .547 | .496 | .527 |
| 34 | 6182-B-1 | T,Ind | 6-5 1/4x7 | 356-2200 | 341-2200 | 1091.0 | 8.10 | 1065-1100 (BE) | N | Se | I | 2112 | 2.63 | 2.38 | 2.38 | 2.02 | .547 | .547 | .496 | .527 |
| 35 | 779 | B | 6-5 1/4x6 | 252-2400 | | 779.0 | 6.00 | 618-1600 (BE) | W | In | I | 2112 | 2.63 | 2.38 | 2.38 | 2.02 | .482 | .482 | .497 | .528 |
| 36 | Hercules BXB | M,Tr,Ind | 2-2 7/8x3 | 10-2300 | 8.5-2300 | 39.0 | 6.00 | 28-1200 (BE) | N | In | L | Aus | 1.30 | 1.05 | 1.12 | .875 | .200 | .200 | .248 | .248 |
| 37 | ZXB | T,Tr,M,Ind | 4-2 5/8x3 | 25-4000 | 21-4000 | 65.0 | 6.30 | 40-2200 (BE) | N | In | L | Aus | 1.30 | 1.05 | 1.12 | .875 | .200 | .200 | .248 | .248 |
| 38 | NXB | M,Tr,Ind | 2-3 1/4x4 | 15.6-2000 | 13-2000 | 66.3 | 6.20 | 46-1100 (BE) | N | In | L | Aus | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 39 | IXA | T,Tr,M,Ind | 4-3x4 | 40-3200 | 34-3200 | 113.0 | 6.50 | 78-1800 (BE) | N | In | L | Aus | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 40 | IXB | T,Tr,M,Ind | 4-3 1/4x4 | 48-3200 | 39-3200 | 133.0 | 6.50 | 92-1800 (BE) | N | In | L | Aus | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 41 | IXLB | T,Tr,M,Ind | 4-3 1/4x4 1/2 | 49-3200 | 42-3200 | 141.0 | 6.50 | 97-1800 (BE) | N | In | L | Aus | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 42 | GO-173 | Tr,M,Ind | 4-3 1/2x4 1/2 | 67-3200 | 61-3200 | 173.0 | 6.50 | 138-1400 (BE) | N | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 43 | JX4C | T,Tr,M,Ind | 4-3 1/4x4 1/2 | 60-2900 | 51-2900 | 188.0 | 6.70 | 139-1400 (BE) | N | In | L | 2112N | 1.68 | 1.56 | 1.50 | 1.37 | .356 | .356 | .373 | .373 |
| 44 | GO-198 | Tr,M,Ind | 4-3 1/4x4 1/2 | 76-3200 | 68.5-3200 | 198.0 | 6.50 | 159-1400 (BE) | D | | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 45 | JX4D | T,Tr,M,Ind | 4-4x4 1/4 | 68-2900 | 57-2900 | 214.0 | 6.70 | 157-1400 (BE) | N | In | L | 2112N | 1.68 | 1.56 | 1.50 | 1.37 | .356 | .356 | .373 | .373 |
| 46 | QXC | T,B,Tr,M,Ind | 6-3 5/8x4 1/2 | 77.5-3200 | 66-3200 | 221.0 | 6.50 | 159-1400 (BE) | N | In | L | 2112N | 1.64 | 1.64 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 47 | GO-226 | Tr,M,Ind | 4-4x4 1/2 | 87-3200 | 78.5-3200 | 226.0 | 6.50 | 182-1400 (BE) | N | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 48 | QXD | T,B,Tr,M,Ind | 6-3 1/8x4 1/2 | 78.4-3200 | 70-3200 | 230.0 | 6.50 | 167-1500 (BE) | N | In | L | 2112N | 1.64 | 1.64 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 49 | QXLD | T,B,Tr,M,Ind | 6-3 1/8x4 1/2 | 92-3200 | 77-3200 | 236.7 | 6.50 | 190-1400 (BE) | N | In | L | 2112N | 1.64 | 1.64 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 50 | GO-260 | Tr,M,Ind | 6-3 1/2x4 1/2 | 101-3200 | 91-3200 | 260.0 | 6.50 | 208-1400 (BE) | N | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 51 | JXC | T,B,Tr,M,Ind | 6-3 1/4x4 1/2 | 103-3200 | 87.5-3200 | 282.0 | 6.50 | 207-1400 (BE) | N | In | L | 2112N | 1.68 | 1.56 | 1.50 | 1.37 | .356 | .356 | .373 | .373 |
| 52 | GO-296 | Tr,M,Ind | 6-3 1/4x4 1/2 | 115-3200 | 104-3200 | 298.0 | 6.50 | 240-1400 (BE) | D | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 53 | JXD | T,B,Tr,M,Ind | 6-4x4 1/4 | 113-3000 | 96-3000 | 320.0 | 6.50 | 240-1200 (BE) | N | In | L | 2112N | 1.68 | 1.56 | 1.50 | 1.37 | .356 | .356 | .373 | .373 |
| 54 | JXLD | T,B,Tr,M,Ind | 6-4x4 1/2 | 131-3200 | 111-3200 | 339.0 | 6.50 | 272-1400 (BE) | N | In | L | 2112N | 1.83 | 1.67 | 1.72 | 1.50 | .356 | .356 | .373 | .373 |
| 55 | GO-339 | Tr,M,Ind | 6-4x4 1/2 | 131-3200 | 118-3200 | 339.0 | 6.50 | 272-1400 (BE) | | | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 56 | WXLC-3 | T,B,Tr,M,Ind | 6-4 1/4x4 3/4 | 139-2600 | 118-2600 | 404.0 | 6.50 | 312-1300 (BE) | N | In | L | 2112 | 1.92 | 1.78 | 1.75 | 1.62 | .388 | .388 | .373 | .373 |
| 57 | TDXB | T,B,Tr,M,Ind | 6-4 1/8x5 1/4 | 161-2600 | 137-2600 | 474.0 | 6.50 | 366-1300 (BE) | N | In | L | 2112 | 2.06 | 2.00 | 1.87 | 1.75 | .388 | .388 | .435 | .435 |
| 58 | TDXC | T,B,Tr,M,Ind | 6-4 1/8x5 1/4 | 179-2600 | 146-2600 | 501.0 | 6.50 | 388-1300 (BE) | N | In | L | 2112 | 2.06 | 2.00 | 1.87 | 1.75 | .388 | .388 | .435 | .435 |
| 59 | RXC | T,B,Tr,M,Ind | 6-4 1/8x5 1/4 | 143-2400 | 121-2400 | 529.0 | 6.30 | 372-1100 (BE) | N | In | L | 2112N | 2.00 | 2.00 | 1.75 | 1.75 | .388 | .388 | .373 | .373 |
| 60 | RXLDH | T,B,Tr,M,Ind | 6-4 1/4x5 1/4 | 181-2600 | 153-2600 | 558.0 | 6.50 | 443-1400 (BE) | N | In | L | 2112N | 2.06 | 2.00 | 1.87 | 1.75 | .442 | .442 | .435 | .435 |
| 61 | HXE | T,B,Tr,M,Ind | 6-5 1/4x6 | 227-2000 | 193-2000 | 935.0 | 6.20 | 750-900 (BE) | N | Se | L | 2112 | 2.44 | 2.31 | 2.18 | 2.00 | .468 | .468 | .498 | .498 |
| 62 | HXLE | T,B,Tr,M,Ind | 6-5 1/4x6 | 272-2400 | 245-2400 | 935.0 | 6.40 | 760-1400 (BE) | N | Se | L | 2112 | 2.44 | 2.31 | 2.25 | 2.00 | .500 | .500 | .498 | .498 |
| 63 | GO-130 | Tr,M,Ind | 3-3x | 39-2400 | 35-2400 | 130.0 | 6.50 | 100-1400 (BE) | N | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 64 | GO-149 | Tr,M,Ind | 3-3 1/4x4 1/2 | 45-2400 | 40.5-2400 | 149.0 | 6.50 | 114-1400 (BE) | N | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 65 | GO-169 | Tr,M,Ind | 3-4x4 1/2 | 51-2400 | 46-2400 | 169.0 | 6.50 | 130-1400 (BE) | N | In | I | 2112 | 1.69 | 1.50 | 1.44 | 1.25 | .369 | .369 | .375 | .375 |
| 66 | International UC-60 | Tr,Ind | 4-2 5/8x2 3/4 | 17-2500 | 16.5-2500 | 59.5 | 7.00 | 39.5-1600 (BE) | N | In | L | CNS | 1.10 | .910 | .980 | .790 | .222 | .222 | .310 | .310 |
| 67 | U-123 | Tr,Ind | 4-3 1/8x4 | 34.2-2000 | 32.4-2000 | 123.0 | 6.47 | 97.8-1180 (BE) | W | In | I | Sil | 1.34 | 1.16 | 1.19 | 1.00 | .261 | .261 | .341 | .341 |
| 68 | U-175 | Tr,Ind | 4-3 5/8x4 1/2 | 51.5-2000 | 50-2000 | 175.0 | 7.00 | 150-1100 (BE) | D | In | I | Sil | 1.50 | 1.38 | 1.35 | 1.23 | .388 | .388 | .341 | .341 |
| 69 | U-281 | Tr,Ind | 4-4 1/8x5 1/4 | 70.5-1800 | 67.5-1800 | 281.0 | 6.60 | 237-1000 (BE) | D | In | I | CNS | 1.81 | 1.66 | 1.59 | 1.44 | .438 | .438 | .372 | .370 |
| 70 | U-220 | T,Ind | 6-3 1/8x3 1/4 | 72-2400 | 68-2400 | 220.5 | 6.50 | 177-1200 (BE) | N | In | I | CNS | 1.66 | 1.52 | 1.50 | 1.31 | .397 | .397 | .372 | .370 |
| 71 | U-264-6 | T,Ind | 6-3 1/4x4 1/8 | 83-2400 | 78-2400 | 264.0 | 7.00 | 196-1400 (BE) | N | In | I | CNS | 1.78 | 1.52 | 1.63 | 1.31 | .240 | .240 | .372 | .372 |
| 72 | U-308 | T,Ind | 6-3 1/4x4 1/8 | 92-2400 | 87.5-2400 | 308.0 | 6.50 | 230-1200 (BE) | N | In | I | Sil | 1.81 | 1.61 | 1.50 | 1.44 | .406 | .406 | .372 | .372 |
| 73 | U-372 | T,Ind | 6-4 5/8x4 1/8 | 110-2200 | 104-2200 | 372.1 | 6.50 | 288-1200 (BE) | D | In | I | Sil○ | 2.25 | 1.55 | 2.00 | 1.60 | .449 | .449 | .434 | .434 |
| 74 | U-450 | T,Ind | 6-4 5/8x5 | 139-2200 | 126-2200 | 450.9 | 6.50 | 348-1350 (BE) | D | In | I | Sil○ | 2.25 | 1.55 | 2.00 | 1.60 | .449 | .449 | .434 | .434 |
| 75 | U-1091 | Ind | 6-5 1/2x7 | 214-1600 | 200-1600 | 1090.6 | 7.50 | 835-800 (BE) | D | In | I | CNS | 2.53 | 2.09 | 2.31 | 1.88 | .625 | .625 | .495 | .494 |
| 76 | U-501 | T,Ind | 6-4 1/2x5 1/4 | 141-2200 | 131-2200 | 501.0 | 6.50 | 394-1200 (BE) | N | In | I | Sil | 2.25 | 1.78 | 1.94 | 1.50 | .450 | .435 | .435 | .434 |
| 77 | UV-401 | T,B,Ind | 8-4 1/2x3 1/2 | 170-2800 | 160-2800 | 401.0 | 7.69 | 350-1900 (BE) | N | In | I | ..... | 2.16 | 1.81 | 1.94 | 1.63 | Hyd | Hyd | .435 | .434 |
| 78 | UV-461 | T,B,Ind | 8-4 1/2x4 1/8 | 179-2600 | 170-2600 | 461.0 | 7.20 | 378-1900 (BE) | N | In | I | ..... | 2.16 | 1.81 | 1.94 | 1.63 | Hyd | Hyd | .435 | .434 |
| 79 | UV-549 | T,B,Ind | 8-4 1/2x4 7/8 | 222-2600 | 208-2600 | 549.0 | 7.00 | 490-1800 (BE) | N | In | I | ..... | 2.16 | 1.81 | 1.94 | 1.63 | Hyd | Hyd | .435 | .434 |
| 80 | Lathrop BW-30 | M | 4-2 1/4x3 | 30-4000 | ..... | 58.0 | 7.10 | 39-2600 | N | In | I | ..... | 1.12 | .996 | 1.06 | .900 | .255 | .255 | .310 | .308 |
| 81 | BW-60 | M | 4-3 1/4x4 | 60-3200 | ..... | 133.0 | 7.20 | 105-2400 | N | In | L | CNS | ..... | ..... | ..... | ..... | ..... | ..... | .312 | .312 |
| 82 | Atom Special | M | 6-3 3/4x4 1/4 | 100-3000 | ..... | 282.0 | ..... | ..... | N | In | L | CNS | ..... | ..... | 1.50 | 1.37 | ..... | ..... | ..... | ..... |
| 83 | BW-130 | M | 6-4x4 1/4 | 130-3000 | ..... | 320.0 | 7.20 | 246-2000 | N | In | L | CNS | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 84 | BW-155 | M | 6-4x4 1/2 | 155-3400 | ..... | 339.0 | 7.20 | 284-2000 | N | In | L | CNS | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 85 | Mystic 130 | M | 6-4 3/4x5 1/2 | 130-1800 | ..... | 585.0 | ..... | 379-900 | N | In | L | CNS | 2.25 | 2.25 | 2.00 | 2.00 | .375 | .375 | ..... | ..... |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# TRACTOR, MARINE, OR INDUSTRIAL USE—*continued*

| VALVES | | | | PISTONS | | | | CONNECTING RODS | | | CRANKSHAFT | | | | | | | CARBURETOR | | | OVERALL DIMENSIONS (In.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seats | | | | | | | | | | | | | | MAIN BEARINGS | | | | | | | | | | | |
| Angle (Deg.) | Inserts Used? | Insert Material (S.A.E. No.) | Camshaft Drive—Type | Material | Weight with Pins, Rings, Bushings (Oz.) | Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Material | Center to Center Length (In.) | Weight with Bushing and Cap (Oz.) | Material | Counter Balance Used | Crank-Pin Diameter and Length (In.) | Number | Diameter and Length (In.) Front | Diameter and Length (In.) Rear | Oil Pressure to— | Make | Size | Engines Weight without Carburetor or Ignition (Lb.) | Width | Height | Length | Clutch Housing (S.A.E. Nos.) | Line Number |
| (h) | N | | Ch | Alst | | .980x3.13 | 3 | 1335 | $6^{5}/_{16}$ | | 1045 | | 2.25x2.00 | 5 | 2.63x.938 | 2.63x1.59 | abcdefg | Ben# | $1^{1}/_{4}$ | | | | | | 1 |
| 45 | E | AS | Ch | Alst | | .980x3.03 | 3 | 1335 | $6^{5}/_{16}$ | 30.0 | 1145 | Y | 2.25x2.00 | 5 | 2.75x.818 | 2.75x1.19 | abcdefg | Hol‡‡ | $1^{1}/_{4}$ | | | | | | 2 |
| (h) | E | AS | HG | Alst | | 1.25x3.96 | 4 | 1340 | $10^{3}/_{4}$ | 67.0 | 5046 | Y | 2.62x1.75 | 7 | 3.00x2.19 | 3.00x2.19 | abcdefg | Hol‡‡ | $1^{1}/_{2}$ | | $39^{5}/_{8}$ | 41 | $49^{1}/_{4}$ | | |
| (h) | N | | HG | Al | | .703x2.43 | 3 | 1030 | $5^{3}/_{4}$ | | 1045 | N | 1.5x1.18 | 3 | 1.75x1.78 | 1.75x1.37 | acdr | Zen | 1 | 385 | $17^{3}/_{4}$ | $19^{1}/_{2}$ | 31 | | 4 |
| (h) | N | | HG | Al | | .708x2.75 | 3 | 1030 | $5^{3}/_{4}$ | | 1045 | | 1.50x1.00 | 3 | 1.75x1.43 | 1.75x1.21 | acdr | Zen | 1 | 400 | $17^{3}/_{4}$ | $19^{1}/_{2}$ | 31 | | 5 |
| (h) | N | | HG | Al | | .859x2.69 | 4 | CS | 7 | | 1045 | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | acdr | Zen | $1^{1}/_{4}$ | 565 | $19^{1}/_{2}$ | $22^{1}/_{2}$ | 30 | | 6 |
| (h) | N | | HG | Al | | .703x2.43 | 3 | CS | $5^{3}/_{4}$ | | 1045 | N | 1.51x1.18 | 3 | 1.75x1.78 | 1.75x1.37 | acdr | Zen | $1^{1}/_{4}$ | 390 | $17^{3}/_{4}$ | $19^{1}/_{2}$ | 31 | | 7 |
| (h) | N | | HG | Al | | .859x2.68 | 4 | CS | 7 | | 1045 | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | acdr | Zen | $1^{3}/_{8}$ | 540 | $23^{1}/_{8}$ | $22^{1}/_{2}$ | 35 | | 8 |
| (h) | N | | HG | Al | | .859x2.68 | 4 | CS | 7 | | 1045 | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | acdr | Zen | $1^{3}/_{8}$ | 540 | $23^{1}/_{8}$ | $22^{1}/_{2}$ | 35 | | 9 |
| (h) | N | | HG | Al | | .859x2.68 | 4 | CS | 7 | | 1045 | N | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | acdr | Zen | $1^{1}/_{4}$ | 540 | $21^{1}/_{8}$ | $22^{1}/_{2}$ | 35 | | 10 |
| (k) | N | | HG | Al | 28 | .859x2.68 | 4 | 1035 | 7 | 28 | 1045 | | 1.94x1.31 | 3 | 2.25x1.89 | 2.25x1.31 | acd | Car | $1^{1}/_{4}$ | 525 | $19^{1}/_{2}$ | $21^{1}/_{8}$ | 34 | | 11 |
| (h) | N | | HG | Al | | .859x2.68 | 4 | 1035 | 7 | 28.0 | 1045 | | 1.93x1.31 | 3 | 2.25x1.89 | 2.25x1.18 | acd | Zen | $1^{3}/_{8}$ | 545 | $19^{1}/_{2}$ | $21^{1}/_{8}$ | 34 | | 12 |
| (k) | N | | HG | Al | | .859x2.81 | 4 | 1030 | 7 | | 1045 | | 2.06x1.31 | 4 | 2.37x1.73 | 2.37x1.28 | acdr | Zen | $1^{3}/_{8}$ | 660 | $21^{1}/_{2}$ | $23^{1}/_{4}$ | 41 | | 13 |
| (k) | N | | HG | Alt | 32 | .859x2.81 | 4 | 1035 | 7 | | 1045 | | 2.06x1.31 | 4 | 2.37x1.73 | 2.37x1.28 | acd | Str | $1^{1}/_{4}$ | 700 | 22 | 27 | 41 | | 14 |
| (k) | N | | HG | Al | | .859x2.81 | 4 | CS | 7 | | 1045 | Y | 2.06x1.31 | 4 | 2.37x1.73 | 2.37x1.28 | acdr | Zen | $1^{3}/_{8}$ | 675 | $21^{1}/_{2}$ | $23^{1}/_{4}$ | 41 | | 15 |
| 45 | N | | HG | Al | | .859x2.87 | 4 | 1035 | $8^{3}/_{8}$ | | 1045 | | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | acd | Zen | $1^{1}/_{2}$ | 785 | $25^{1}/_{4}$ | $23^{5}/_{8}$ | $43^{1}/_{8}$ | | 16 |
| 45 | N | | HG | Al | | .859x2.87 | 4 | 1035 | $8^{3}/_{8}$ | | 1045 | | 2.12x1.37 | 4 | 2.37x2.06 | 2.37x1.43 | acd | Zen | $1^{1}/_{2}$ | 800 | $25^{1}/_{4}$ | $23^{5}/_{8}$ | 43 | | 17 |
| (k) | N | | HG | Al | | 1.10x3.43 | 5 | 1035 | $8^{3}/_{8}$ | | 1045 | | 2.25x1.56 | 7 | 2.62x2.15 | 2.62x1.56 | acdr | Zen | 2 | 1050 | $24^{5}/_{8}$ | $25^{1}/_{4}$ | 49 | | 18 |
| (k) | N | | HG | Alt | | 1.10x3.43 | 5 | 1035 | $8^{3}/_{8}$ | | 1046 | | 2.25x1.56 | 7 | 2.62x2.15 | 2.62x1.56 | acd | Zen | | 1050* | $24^{5}/_{8}$ | $25^{1}/_{4}$ | $46^{1}/_{2}$ | | 19 |
| (k) | N | | HG | Alt | | 1.10x3.43 | 5 | 1035 | $8^{3}/_{8}$ | | 1046 | | 2.25x1.56 | 7 | 2.62x2.15 | 2.62x1.56 | a | Zen | | 1070* | $24^{5}/_{8}$ | $25^{1}/_{4}$ | $46^{1}/_{2}$ | | 20 |
| (k) | N | | HG | Alt | | 1.25x3.63 | 5 | 1035 | $8^{3}/_{8}$ | | 1045 | | 2.50x1.65 | 7 | 2.87x2.71 | 2.87x1.65 | a | Zen | | 1245* | $28^{1}/_{8}$ | $27^{1}/_{8}$ | $51^{5}/_{8}$ | | 21 |
| (k) | N | | HG | Alt | | 1.25x3.63 | 5 | 1035 | $8^{3}/_{8}$ | | 1045 | | 2.50x1.65 | 7 | 2.87x2.71 | 2.87x1.65 | a | Zen | | 1250* | $28^{1}/_{8}$ | $27^{1}/_{8}$ | $51^{5}/_{8}$ | | 22 |
| (h) | N | | Ch | Alst | 25.5 | .931x3.19 | 3 | 1041 | $6^{3}/_{8}$ | 28.0 | 1046 | | 2.25x2.00 | 5 | 2.50x1.27 | 2.50x.981 | acdfg | Car | $1^{1}/_{4}$ | 795 | $27^{1}/_{4}$ | $24^{5}/_{8}$ | $44^{1}/_{8}$ | | 23 |
| (h) | N | | Ch | Alst | 32.0 | .931x3.19 | 3 | 1041 | $6^{3}/_{8}$ | 28+ | 1046 | | 2.25x2.00 | 5 | 2.50x1.27 | 2.50x.981 | acdfg | Car | | 795 | $27^{1}/_{4}$ | $24^{5}/_{8}$ | $44^{1}/_{8}$ | | 24 |
| 30 | E | 4140 | HC | Al | 128 | 1.37x4.94 | 6 | 3140 | 12 | 237.0 | 4140 | Y | 3.00x2.43 | 7 | 3.25x2.09 | 3.25x2.09 | acdefgr | Zen(3) | $2^{1}/_{2}$ | 3650* | 45 | $47^{1}/_{4}$ | 88 | | 25 |
| 45 | E | 4140 | Ch | Al | 89 | 1.50x4.44 | 3 | 3135 | 9 | 93 | 4140 | Y | 3.00x2.09 | 7 | 3.24x1.67 | 3.25x2.38 | acdefg | Hol | $1^{1}/_{2}$ | 1130* | $26^{1}/_{4}$ | $38^{1}/_{8}$ | $49^{1}/_{4}$ | 2 | 26 |
| 45 | E | 4140 | Ch | Al | 89 | 1.50x4.44 | 3 | 3135 | 9 | 93 | 4140 | Y | 3.00x2.09 | 7 | 3.24x1.67 | 3.25x2.38 | acdefg | Cen | $2^{1}/_{2}$ | 1130* | $26^{1}/_{4}$ | $38^{1}/_{8}$ | $49^{1}/_{4}$ | 2 | 27 |
| 45 | E | 4140 | Ch | Al | 89 | 1.50x4.44 | 3 | 3135 | 9 | 93 | 4140 | Y | 3.00x2.09 | 7 | 3.24x1.67 | 3.25x2.38 | acdefg | Hol | $1^{1}/_{2}$ | 1210 | 54 | 23 | $50^{1}/_{2}$ | 2 | 28 |
| 45 | E | 4140 | Ch | Al | 89 | 1.50x4.44 | 3 | 3135 | 9 | 93 | 4140 | Y | 3.00x2.09 | 7 | 3.24x1.67 | 3.25x2.38 | acdefg | Cen | $2^{1}/_{2}$ | 1210 | 54 | 23 | $50^{1}/_{2}$ | 2 | 29 |
| 45 | E | 4140 | Ch | Al | 89.0 | 1.50x4.44 | 3 | 3135 | 9 | 93.0 | 4140 | | 3.00x2.09 | 7 | 3.25x1.67 | 3.25x2.38 | acdefg | Alg | $2^{1}/_{2}$ | 1130 | $26^{1}/_{4}$ | $38^{1}/_{8}$ | $51^{1}/_{4}$ | 1 | 30 |
| (h) | E | 4140 | Ch | Al | 145 | 1.62x4.93 | 4 | 3140 | $11^{1}/_{2}$ | 148 | 4140 | | 3.24x2.06 | 7 | 3.50x2.10 | 3.50x3.05 | acdefg | Hol | $1^{1}/_{4}$ | 2150 | $30^{1}/_{8}$ | $48^{5}/_{8}$ | $60^{1}/_{2}$ | 1 | 31 |
| (h) | E | 4140 | Ch | Al | 145 | 1.62x4.93 | 4 | 3140 | $11^{1}/_{2}$ | 148 | 4140 | | 3.24x2.06 | 7 | 3.50x2.10 | 3.50x3.05 | acdefg | Cen | $2^{1}/_{2}$ | 2150 | $30^{1}/_{8}$ | $48^{5}/_{8}$ | $60^{1}/_{2}$ | 1 | 32 |
| (h) | E | 4140 | Ch | Al | 141 | 1.62x4.93 | 4 | 3140 | $11^{1}/_{2}$ | 148 | 4140 | | 3.24x2.06 | 7 | 3.50x2.10 | 3.50x3.05 | acdefg | Hol | $1^{1}/_{4}$ | 2150 | $30^{1}/_{8}$ | $48^{5}/_{8}$ | $60^{1}/_{2}$ | 1 | 33 |
| (h) | E | 4140 | Ch | Al | 141 | 1.62x4.93 | 4 | 3140 | $11^{1}/_{2}$ | 148 | 4140 | | 3.24x2.06 | 7 | 3.50x2.10 | 3.50x3.05 | acdfg | Cen | $2^{1}/_{2}$ | 2150 | $30^{1}/_{8}$ | $48^{5}/_{8}$ | $60^{1}/_{2}$ | 1 | 34 |
| (h) | E | 4140 | Ch | Al | 101.0 | 1.37x4.44 | 4 | 3135 | 11 | 104.0 | 4140 | | 2.75x2.44 | 7 | 3.25x2.19 | 3.25x2.50 | ac | Hol | | 1786 | $50^{1}/_{2}$ | $28^{1}/_{2}$ | $71^{5}/_{8}$ | 1,2 | 35 |
| 30 | Op | St | HG | Cl | 25 | .687x2.50 | 3 | 3140 | $5^{1}/_{4}$ | 15 | 1045 | Y | 1.50x1.00 | 2 | 2.00x1.25 | 2.00x1.37 | acg | Op | $^{5}/_{8}$ | 131 | $16^{1}/_{2}$ | $16^{11}/_{16}$ | $18^{1}/_{2}$ | 5,6 | 36 |
| 30 | Op | Eat | HG | AC | 21 | .687x2.33 | 3 | 3140 | $5^{1}/_{4}$ | 15 | 4140 | N | 1.50x1.00 | 3 | 2.00x1.31 | 2.00x1.37 | acg | Op | Op | 179 | $16^{1}/_{2}$ | $16^{1}/_{4}$ | $23^{7}/_{8}$ | 5,6 | 37 |
| 30 | Op | Eat | HG | Al | 29.5 | .750x2.81 | 3 | 3140 | $6^{7}/_{16}$ | 21 | 1045 | Y | 1.75x1.12 | 2 | 2.00x1.56 | 2.00x1.62 | acg | Op | $^{3}/_{4}$ | 270 | $17^{3}/_{4}$ | $18^{1}/_{4}$ | $20^{1}/_{8}$ | 4,5 | 38 |
| 30 | Op | Eat | HG | AC | 28 | .750x2.56 | 3 | 3140 | $6^{7}/_{16}$ | 21 | CS‡ | Op | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acg | Op | Op | 285 | $17^{3}/_{4}$ | $19^{1}/_{2}$ | $26^{1}/_{8}$ | 4,5 | 39 |
| 30 | Op | Eat | HG | AC | 29.5 | .750x2.81 | 3 | 3140 | $6^{7}/_{16}$ | 21 | CS‡ | Op | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acg | Op | Op | 293 | $17^{3}/_{4}$ | $19^{1}/_{4}$ | $26^{1}/_{8}$ | 4,5 | 40 |
| 30 | Op | Eat | HG | Al | 29.5 | .75x2.81 | 3 | 3140 | $6^{7}/_{16}$ | 21 | 4140 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acdg | Op | Op | 293 | $17^{3}/_{4}$ | $19^{1}/_{4}$ | $26^{1}/_{8}$ | 4,5 | 41 |
| 45 | N | | HG | Alt | 33.2 | 1.13x2.84 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 5 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 500 | $22^{1}/_{8}$ | 33 | $31^{1}/_{2}$ | 2,3,4 | 42 |
| 45 | Op | Eat | HG | Al | 37.5 | 1.00x3.25 | 4 | 3140 | 8 | 37 | 1046‡ | Y | 2.00x1.50 | 5 | 2.50x1.31 | 2.50x2.12 | acg | Op | $1^{1}/_{4}$ | 470 | $20^{1}/_{8}$ | $24^{1}/_{8}$ | $31^{1}/_{2}$ | 3,4,5 | 43 |
| 45 | N | | HG | Alt | 40.3 | 1.13x3.03 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 5 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 500 | $22^{1}/_{8}$ | 33 | $31^{1}/_{2}$ | 2,3,4 | 44 |
| 45 | Op | Eat | HG | Al | 40.5 | 1.00x3.50 | 4 | 3140 | 8 | 37 | 1046‡ | Y | 2.00x1.50 | 5 | 2.50x1.31 | 2.50x2.12 | acg | Op | $1^{1}/_{4}$ | 470 | $20^{1}/_{8}$ | $24^{1}/_{8}$ | $31^{1}/_{2}$ | 3,4,5 | 45 |
| 30 | Op | Eat | HG | Al | 26 | .875x2.92 | 4 | 1035 | 7 | 26 | 1046‡ | Op | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acg | Op | $1^{1}/_{4}$ | 440 | $17^{1}/_{8}$ | $20^{1}/_{8}$ | $35^{1}/_{8}$ | 3,4,5 | 46 |
| 45 | N | | HG | Alt | 43.4 | 1.13x3.34 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 5 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 500 | $22^{1}/_{8}$ | 33 | $31^{1}/_{2}$ | 2,3,4 | 47 |
| 30 | Op | Eat | HG | Al | 26 | .875x2.92 | 4 | 1035 | 7 | 26 | 1046‡ | Op | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acg | Op | $1^{1}/_{4}$ | 440 | $17^{1}/_{8}$ | $20^{1}/_{8}$ | $35^{1}/_{8}$ | 3,4,5 | 48 |
| 30 | Op | Eat | HG | Al | 26 | .875x2.92 | 4 | 1035 | 7 | 26 | 1046‡ | Y | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acg | Op | $1^{1}/_{4}$ | 440 | $17^{1}/_{8}$ | $20^{1}/_{8}$ | $35^{1}/_{8}$ | 3,4,5 | 49 |
| 45 | N | | HG | Alt | 33.2 | 1.13x2.84 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 7 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 650 | $22^{1}/_{8}$ | $34^{1}/_{8}$ | $40^{1}/_{2}$ | 2,3,4 | 50 |
| 45 | Op | Eat | HG | Al | 37.5 | 1.00x3.26 | 4 | 3140 | 8 | 37 | 1046‡ | Op | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acg | Op | $1^{1}/_{4}$ | 605 | $18^{1}/_{8}$ | $24^{1}/_{8}$ | 39 | 3,4,5 | 51 |
| 45 | N | | HG | Alt | 40.3 | 1.13x3.03 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 7 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 650 | $22^{1}/_{8}$ | $34^{1}/_{8}$ | $40^{1}/_{2}$ | 2,3,4 | 52 |
| 45 | Op | Eat | HG | Al | 40.5 | 1.00x3.51 | 4 | 3140 | 8 | 37 | 1046‡ | Op | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acg | Op | $1^{1}/_{2}$ | 605 | $18^{1}/_{8}$ | $24^{1}/_{8}$ | 39 | 3,4,5 | 53 |
| 30 | Op | Eat | HG | Al | 44.5 | 1.12x3.44 | 4 | 3140 | 8 | 39.2 | 1046‡ | Y | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acg | Op | $1^{3}/_{4}$ | 630 | $18^{1}/_{8}$ | $24^{1}/_{8}$ | 39 | 3,4,5 | 54 |
| 45 | N | | HG | Alt | 43.4 | 1.13x3.34 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 7 | 2.50x1.16 | 2.50x1.16 | abcdef | Op | | 650 | $22^{1}/_{8}$ | $34^{1}/_{8}$ | $40^{1}/_{2}$ | 2,3,4 | 55 |
| 30 | Op | Eat | HG | Al | 50 | 1.31x3.62 | 4 | 4140 | $8^{7}/_{8}$ | 50 | 1046‡ | Y | 2.25x1.50 | 7 | 2.62x1.75 | 2.62x2.75 | acg | Op | $1^{3}/_{4}$ | 825 | 26M | 28M | $42^{1}/_{8}$ | 2,3 | 56 |
| (h) | Op | Eat | HG | Al | 63.5 | 1.31x3.62 | 4 | 3140 | $9^{3}/_{8}$ | 76.9 | 1045‡ | Y | 2.62x2.00 | 7 | 3.00x1.93 | 3.00x2.93 | acg | Op | Op | 1220 | 27M | $34^{7}/_{8}$ | $47^{1}/_{2}$ | 2 | 57 |
| 45 | Op | Eat | HG | Al | 60 | 1.25x3.95 | 5 | 3140 | $9^{3}/_{8}$ | 78 | 1046‡ | Op | 2.62x2.00 | 7 | 3.00x1.93 | 3.00x2.93 | acg | Op | $1^{3}/_{4}$ | 1230 | $27^{1}/_{8}$ | $34^{7}/_{8}$ | $47^{1}/_{2}$ | 2,3 | 58 |
| 45 | Op | Eat | HG | Al | 63 | 1.25x4.07 | 5 | 3140 | $9^{3}/_{8}$ | 78 | 1046‡ | Op | 2.62x2.00 | 7 | 3.00x1.93 | 3.00x2.93 | acg | Op | $1^{3}/_{4}$ | 1010 | $26^{1}/_{2}$ | $32^{1}/_{2}$ | $46^{1}/_{2}$ | 2,3 | 59 |
| (h) | Op | Eat | HG | Al | 66 | 1.50x4.11 | 4 | E-4342 | $9^{3}/_{8}$ | 97 | CS‡ | Y | 3.00x2.00 | 7 | 3.50x1.93 | 3.50x2.93 | acg | Op | 2 | 1320 | 27M | 36M | $47^{1}/_{2}$ | 1,2 | 60 |
| 30 | Op | Eat | HG | Al | 126 | 1.50x5.06 | 4 | 3140 | 12 | 166 | 1046‡ | Op | 3.00x2.25 | 7 | 3.50x2.37 | 3.50x3.50 | acg | Op | $2^{1}/_{2}$ | 1830 | $29^{1}/_{2}$ | $40^{3}/_{16}$ | $55^{1}/_{8}$ | 00.0.1 | 61 |
| 30 | Op | Eat | HG | Atn | 159 | 1.75x5.00 | 4 | EFS | 12 | 187 | CS | | 3.31x2.25 | 7 | 3.75x2.37 | 3.75x3.50 | acg | Op | $2^{1}/_{2}$ | 2380 | $29^{1}/_{2}$ | $40^{3}/_{16}$ | $55^{1}/_{8}$ | 00.0.1 | 62 |
| 45 | N | | HG | Alt | 33.2 | 1.13x2.84 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 4 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 475 | $22^{1}/_{8}$ | $32^{1}/_{4}$ | $26^{11}/_{16}$ | 2,3,4 | 63 |
| 45 | N | | HG | Alt | 40.3 | 1.13x3.03 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 4 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 475 | $22^{1}/_{8}$ | $32^{1}/_{4}$ | $26^{11}/_{16}$ | 2,3,4 | 64 |
| 45 | N | | HG | Alt | 43.4 | 1.13x3.34 | 3 | 3140 | 8 | 43.5 | 1046 | | 2.00x1.31 | 4 | 2.50x1.16 | 2.50x1.16 | abcdefg | Op | | 475 | $22^{1}/_{8}$ | $32^{1}/_{4}$ | $26^{11}/_{16}$ | 2,3,4 | 65 |
| 45 | N | | HG | Cl | 20.0 | .686x2.19 | 3 | 1035 | 5 | 15.4 | 1046‡ | Y | 1.50x.670 | 3 | 1.62x1.30 | 1.62x1.34 | acdg | Own | $^{3}/_{4}$ | 279* | $16^{3}/_{8}$ | $25^{1}/_{4}$ | $26^{1}/_{8}$ | 5 | 66 |
| 45 | N | | HG | Al | 13.9** | .919x2.49 | 3 | 1040 | $7^{1}/_{4}$ | 33.2 | 1046 | | 1.75x1.56 | 3 | 2.13x1.59 | 2.13x1.85 | acdfg | C-Z | $^{7}/_{8}$ | 525* | $20^{1}/_{4}$ | $33^{1}/_{8}$ | $30^{5}/_{8}$ | 4 | 67 |
| 45 | E | St | HG | Al | 20.4 | .875x2.95 | 4 | SF | 8 | 56.8 | 1046 | | 2.30x1.50 | 3 | 2.56x1.50 | 2.56x1.50 | acfg | Own | $1^{1}/_{4}$ | 700 | $18^{1}/_{8}$ | $34^{1}/_{4}$ | $33^{1}/_{8}$ | 4 | 68 |
| 45 | E | HI | HG | Al | 53.0 | 1.31x3.25 | 4 | SF | 10 | 85.0 | 1046 | | 2.56x1.93 | 3 | 2.81x1.93 | 2.81x1.81 | acdfg | Own | $1^{1}/_{4}$ | 1010 | $20^{5}/_{8}$ | $38^{1}/_{4}$ | 37 | 2 | 69 |
| 45 | E | DC | HG | Al | 33.0 | .875x2.95 | 3 | 1037 | $6^{1}/_{2}$ | 40.6 | 1046 | Y | 2.38x1.16 | 4 | 2.75x1.69 | 2.75x2.17 | abcdfg | Zen | $1^{1}/_{4}$ | 810* | $21^{1}/_{2}$ | $33^{1}/_{8}$ | $41^{1}/_{4}$ | 3 | 70 |
| 45 | E | Sil | HG | Al | 30.4 | .875x2.95 | 3 | SF | $6^{1}/_{2}$ | 40.0 | 1046 | | 2.38x | 4 | 2.75x1.30 | 2.75x1.89 | abcdfg | Zen | $1^{1}/_{4}$ | 975 | 28 | 50 | $51^{1}/_{4}$ | 3 | 71 |
| 45 | E | DC | HG | Al | 32.0 | .875x2.95 | 4 | SF | $6^{1}/_{2}$ | 43.2 | 1046 | | 2.13x | 4 | 2.70x1.13 | 2.70x1.94 | abcdfg | Zen | $1^{1}/_{2}$ | 1010 | $21^{1}/_{8}$ | $35^{5}/_{8}$ | $42^{1}/_{8}$ | 3 | 72 |
| 44 | E | St | HG | Al | 62.0 | 1.11x3.80 | 4 | 8632 | 9 | 61.0 | 1046‡ | Y | 2.75x1.38 | 7 | 3.25x1.66 | 3.25x2.37 | abcdfg | Zen | $1^{1}/_{2}$ | 1240* | $25^{5}/_{8}$ | $37^{1}/_{2}$ | $47^{5}/_{8}$ | 1 | 73 |
| 44 | E | St | HG | Al | 57.0 | 1.11x3.80 | 4 | 8632 | 9 | 61.0 | 1046 | Y | 2.75x1.38 | 7 | 3.25x1.81 | 3.25x2.37 | abcdfg | Zen | $1^{1}/_{2}$ | 1250* | $25^{1}/_{4}$ | $37^{5}/_{8}$ | $47^{1}/_{2}$ | 1 | 74 |
| 45 | N | Sil | HG | Al | 119.2 | 1.88x5.00 | 5 | 1040 | $13^{1}/_{4}$ | 253.5 | 1046 | Y | 3.63x2.38 | 7 | 4.13x1.75 | 4.13x1.75 | abcdfg | Ene | $2^{1}/_{2}$ | 3825* | 32 | $55^{1}/_{8}$ | $71^{1}/_{8}$ | 0 | 75 |
| 45 | E | Sil | HG | Al | 57.6 | 1.11x3.80 | 3 | SF | 9 | 60.8 | 1046 | | 2.75x | 7 | 3.25x1.34 | 3.25x1.84 | abcdfg | Zen | $1^{1}/_{2}$ | 1320 | $25^{1}/_{8}$ | $37^{1}/_{2}$ | $47^{11}/_{16}$ | 1 | 76 |
| 45 | E | St | HG | Al | 44.3 | 1.31x3.01 | 3 | SF | $8^{3}/_{8}$ | 51.9 | 1046 | | 3.13x2.38 | 5 | 3.13x.969 | 3.13x.969 | abcdfg | Hol# | $1^{1}/_{4}$ | 952 | $41^{7}/_{8}$ | $46^{1}/_{16}$ | $52^{1}/_{8}$ | 2 | 77 |
| 45 | E | St | HG | Al | 44.3 | 1.31x3.01 | 3 | SF | 8 | 51.0 | 1046 | | 3.13x2.37 | 5 | 3.13x.969 | 3.13x.969 | abcdfg | Hol# | $1^{1}/_{4}$ | 962 | $41^{7}/_{8}$ | $46^{1}/_{16}$ | $52^{1}/_{8}$ | 2 | 78 |
| 45 | E | St | HG | Al | 53.8 | 1.11x3.80 | 4 | SF | 8 | 51.0 | 1046 | | 3.13x2.38 | 5 | 3.13x.969 | 3.13x.969 | abcdfg | Hol‡‡ | $1^{1}/_{4}$ | 1002 | $41^{7}/_{8}$ | $46^{1}/_{16}$ | $52^{1}/_{8}$ | 2 | 79 |
| 45 | N | | Ch | Al | | .625x2.13 | 3 | | $5^{3}/_{4}$ | | CNS | Y | 1.63x.880 | 3 | 2.00x1.13 | 2.00x1.13 | acfg | Zen | 1 | 295 | | $22^{5}/_{8}$ | $32^{1}/_{4}$ | | | 80 |
| 30 | N | | HG | Al | | .750x2.80 | 3 | AS | $6^{7}/_{8}$ | | CNS | N | 1.87x2.75 | 3 | | | acg | Zen | $1^{1}/_{2}$ | 440 | | 23 | $34^{1}/_{4}$ | | | 81 |
| | N | | HG | Al | 40.0 | 1.00x3.50 | 4 | DFS | 8 | 36.0 | CNS | | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abcdg | Zen | $1^{1}/_{2}$ | 876 | | | | | 82 |
| 30 | | | HG | Al | | 1.00x3.50 | 4 | DFS | 8 | 30.0 | Spec | | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acg | Zen | | 820 | | $25^{1}/_{2}$ | 48 | | | 83 |
| | | | HG | Al | 40.0 | 1.00x3.50 | 4 | DFS | 8 | 36.0 | CNS | Y | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abcdg | Zen | | 916 | | $25^{1}/_{2}$ | 48 | | | 84 |
| 45 | E | | HG | Cl | 104.0 | 1.37x4.12 | 4 | Dur | $12^{1}/_{4}$ | 68.0 | CNS | N | 2.25x2.37 | 7 | 2.75x3.25 | 2.75x2.12 | acdg | Hol | | 1700 | $24^{1}/_{2}$ | $27^{3}/_{4}$ | 68 | | | 85 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 GASOLINE ENGINES FOR TRUCK, BUS,

| Line Number | ENGINE MAKE AND MODEL | Designed for | Number of Cylinders, Bore and Stroke (In.) | MAXIMUM BRAKE Hp. at Specified R.P.M. | | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) with or without Accessories | Cylinder Liners—Type | Crankcase—Upper Half Integral with Cylinders | VALVES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | With Bare Engine | With Standard Accessories | | | | | | Arrangement | Exhaust Head Material (S.A.E. No.) | Max. Head Diameter (In.) | | Min. Port Diameter (In.) | | Lift (In.) | | Stem Diameter (In.) | |
| | | | | | | | | | | | | | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust |
| 1 | Le Roi H540 | Tr,Ind | 8-4½x4½ | 189-2600 | 177-2600 | 540.0 | 6.70 | 421-1600 (EA) | W | In | I | 2112 | 1.94 | 1.50 | 1.62 | 1.37 | .410 | .410 | .373 | .372 |
| 2 | TH540 | T,B | 8-4½x4¼ | 206-3000 | | 540.0 | 6.70 | 450-1800 (BE) | W | In | I | 2112(y | 1.94 | 1.54 | 1.62 | 1.37 | .410 | .410 | .373 | .373 |
| 3 | H844 | Tr,Ind | 8-5¼x4⅝ | 286-2400 | 270-2400 | 844.0 | 6.70 | 710-1700 (BE) | W | In | I | 21-4N○ | 2.26 | 1.79 | 2.18 | 1.63 | .450 | .450 | .435 | .434 |
| 4 | TH844 | T,B | 8-5¼x4⅝ | 298-2600 | 265-2600 | 844.0 | 6.70 | 730-1700 (BE) | W | In | I | 2112(y | 2.26 | 1.79 | 2.18 | 1.63 | .450 | .450 | .435 | .434 |
| 5 | H884 | Tr,Ind | 8-5⅝x4⅝ | 330-2600 | 300-2600 | 884.0 | 7.62 | 780-1800 (BE) | W | In | I | 2112(y | 2.26 | 2.00 | 2.12 | 1.86 | .480 | .480 | .434 | .434 |
| 6 | TH884 | T,B | 8-5⅝x4⅝ | 330-2600 | 300-2600 | 884.0 | 7.62 | 780-1800 (BE) | W | In | I | 2112(y | 2.26 | 2.00 | 2.12 | 1.86 | .480 | .480 | .434 | .434 |
| 7 | F1500 | Ind | 6-6¾x7 | 215-1200 | 205-1200 | 1503.0 | 5.06 | 1090- 650 (BE) | N | Se | I | Sil | 2.81 | 2.81 | 2.12 | 2.50 | .548 | .548 | .624 | .624 |
| 8 | F1500 | Ind | 6-6¾x7 | 230-1200 | 220-1200 | 1503.0 | 6.20 | 1165- 650 (BE) | N | Se | I | Sil | 2.81 | 2.81 | 2.12 | 2.50 | .548 | .548 | .624 | .624 |
| 9 | H2000 | Ind | 8-6¾x7 | 295-1200 | 275-1200 | 2004.0 | 5.06 | 1485- 650 (BE) | N | Se | I | Sil | 2.81 | 2.81 | 2.12 | 2.50 | .548 | .548 | .624 | .624 |
| 10 | H2000 | Ind | 8-6¾x7 | 300-1200 | 280-1200 | 2004.0 | 6.20 | 1580- 650 (BE) | N | Se | I | Sil | 2.81 | 2.81 | 2.12 | 2.50 | .548 | .548 | .624 | .624 |
| 11 | L3000 | Ind | 12-6¾x7 | 435-1200 | 410-1200 | 3006.0 | 5.06 | 2200- 650 (BE) | N | Se | I | Sil | 2.81 | 2.81 | 2.12 | 2.50 | .548 | .548 | .624 | .624 |
| 12 | L3000 | Ind | 12-6¾x7 | 470-1200 | 435-1200 | 3006.0 | 6.20 | 2360- 700 (BE) | N | Se | I | Sil | 2.81 | 2.81 | 2.12 | 2.50 | .548 | .548 | .624 | .624 |
| 13 | L3460 | Ind | 12-7¼x7 | 595-1350 | 586-1350 | 3468.0 | 4.57 | 2570- 900 (BE) | W | In | I | Sil | 3.37 | 2.84 | 2.75 | 2.62 | .625 | .625 | .622 | .621 |
| 14 | L3460 | Ind | 12-7¼x7 | 660-1350 | 640-1350 | 3468.0 | 6.73 | 2710- 900 (EA) | W | In | I | Sil | 3.37 | 2.84 | 2.75 | 2.62 | .625 | .625 | .622 | .621 |
| 15 | L4000 | Ind | 12-7½x7½ | 656-1350 | 636-1350 | 4018.0 | 4.95 | 2956- 800 (BE) | W | In | I | Sil | 3.37 | 2.84 | 2.75 | 2.62 | .625 | .625 | .623 | .622 |
| 16 | L4000 | Ind | 12-7½x7½ | 734-1350 | 713-1350 | 4018.0 | 7.00 | 3305- 800 (BE) | W | In | I | Sil | 3.37 | 2.84 | 2.75 | 2.62 | .625 | .625 | .623 | .622 |
| 17 | Mack Magnadyne EN291 | T | 6-3⅞x4⅝ | 107-2800 | 100-2800 | 290.0 | 6.90 | 210-1200 (EA) | N | In | L | 2112○ | 2.01 | 1.53 | 1.75 | 1.38 | .430 | .430 | .435 | .433 |
| 18 | Magnadyne EN331 | T | 6-4x4⅝ | 122-2800 | 114-2800 | 330.0 | 6.90 | 264-1400 (EA) | N | In | L | 2112○ | 2.01 | 1.53 | 1.75 | 1.38 | .430 | .430 | .435 | .433 |
| 19 | Magnadyne EN401 | T | 6-4¼x5½ | 150-2800 | 142-2800 | 401.0 | 7.29 | 330-1400 (BE) | N | In | L | Sil(x)○ | 2.00 | 1.63 | 1.75 | 1.44 | .430 | .430 | .438 | .438 |
| 20 | Thermodyne EN464B | T | 6-4¼x5 | 185-2800 | 167-2800 | 464.0 | 7.54 | 380-1400 (BE) | N | In | I | Sil(x)○ | 2.10 | 1.54 | 1.88 | 1.38 | .471 | .471 | .438 | .438 |
| 21 | Thermodyne EN707C | T | 6-5x6 | 232-2100 | 214-2100 | 707.0 | 7.50 | 618-1200 (BE) | N | In | I | Sil(x)○ | 2.27 | 1.96 | 2.06 | 1.75 | .500 | .500 | .498 | .496 |
| 22 | Thermodyne EN510C | T | 6-4¼x5½ | 185-2600 | 168-2600 | 510.0 | 7.68 | 418-1400 (BE) | N | In | I | Sil(x)○ | 2.10 | 1.54 | 1.88 | 1.38 | .471 | .471 | .438 | .438 |
| 23 | Minneapolis-Moline 165A | Tr | 4-3⅝x4 | 42-1600 | 38-1600 | 165.0 | 7.35 | 141-1200 (BE) | N | Se | I | 2112N | 1.47 | 1.38 | 1.25 | 1.17 | .469 | .470 | .341 | .341 |
| 24 | 206H | Ind,Tr | 4-3⅝x5 | 51-1550 | 45-1550 | 206.5 | 7.30 | 175-1300 (BE) | N | Se | I | 2112N | 1.47 | 1.38 | 1.25 | 1.17 | .469 | .470 | .341 | .341 |
| 25 | V206B | Tr | 4-3⅝x5 | 48-1550 | 45-1550 | 206.5 | 7.30 | 168-1100 (BE) | N | Se | I | 2112N | 1.47 | 1.38 | 1.25 | 1.17 | .469 | .470 | .341 | .341 |
| 26 | 283B | Tr,Ind | 4-4½x5 | 59-1300 | 57-1300 | 283.7 | 6.35 | 240-1200 (BE) | N | Se | I | 2112N | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 27 | 283E | Tr | 4-4½x5 | 65-1400 | 60-1400 | 283.7 | 6.85 | 244-1300 (BE) | N | Se | I | 2112N | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 28 | 403C | Tr,Ind | 4-4⅝x6 | 80-1300 | 75-1300 | 403.2 | 5.74 | 350-1000 (BE) | N | Se | I | 2112N | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 29 | 425A | Ind | 6-4½x5 | 83-1400 | 78-1400 | 425.5 | 6.35 | 325- 900 (BE) | N | Se | I | 2112N | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 30 | 605A | Ind | 6-4⅝x6 | 105-1200 | 99-1200 | 605.0 | 5.74 | 465- 800 (BE) | N | Se | I | 2112N | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 31 | 800 | Ind | 6-5⅛x6 | 149-1300 | 142-1300 | 800.0 | 5.26 | 620-1100 (BE) | N | Se | I | 2112○ | 1.84 | 1.72 | 1.62 | 1.50 | .494 | .495 | .434 | .434 |
| 32 | 1210 | Ind | 12-4⅝x6 | 200-1200 | 180-1200 | 1210.0 | 5.74 | 880- 800 (BE) | N | Se | I | 2112N | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 33 | *‡1600 | Ind | 12-5⅛x6 | 291-1300 | | 1600.0 | 7.60 | 1200- 800 (BE) | N | Se | I | 2112○ | 1.72 | 1.59 | 1.50 | 1.37 | .494 | .495 | .434 | .434 |
| 34 | Norseman Bluefin Y230 | M | 6-3⅛x4½ | | 105-3400 | 230.0 | 7.29 | 190-1600 (EA) | N | In | L | 2112 | 1.61 | 1.39 | 1.50 | 1.25 | .349 | .349 | .310 | .310 |
| 35 | Arrow 230 | M | 6-3⅛x4⅝ | | 95-3200 | 230.0 | 7.29 | 173-1800 (EA) | N | In | L | 2112 | 1.61 | 1.39 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 36 | Marlin 320 | M | 6-4x4½ | | 110-2500 | 320.0 | 6.84 | 243-1600 (EA) | N | In | L | 2112 | 1.75 | 1.62 | 1.50 | 1.37 | .356 | .356 | .372 | .372 |
| 37 | Knight 350 | M | 6-4x4½ | | 155-3200 | 340.0 | 7.20 | 283-1400 (EA) | N | In | L | Aus | 1.83 | 1.68 | 1.72 | 1.50 | .400 | .400 | .372 | .372 |
| 38 | Bullet 240 | M | 6-3⅛x4⅝ | | 110-3400 | 236.7 | 7.47 | 193-1600 (EA) | N | In | L | Aus | 1.61 | 1.39 | 1.50 | 1.25 | .349 | .349 | .310 | .310 |
| 39 | Tarpon 330 | M | 6-4x4¼ | | 130-3000 | 320.4 | 6.84 | 239-2400 (EA) | N | In | L | 2112 | 1.83 | 1.68 | 1.72 | 1.50 | .356 | .356 | .372 | .372 |
| 40 | Colt 130 | M | 4-3¼x4 | | 60-3200 | 132.7 | 7.50 | 108-2400 (EA) | N | In | L | 2112 | 1.48 | 1.36 | 1.25 | 1.12 | .312 | .312 | .310 | .310 |
| 41 | Oliver 550HC | Tr | 4-3½x3¾ | | 38.5-2000 | 144.0 | 7.30 | 110-1100 (EA) | W | In | I | Sil | 1.40 | 1.26 | 1.25 | 1.12 | .360 | .360 | .373 | .372 |
| 42 | 770HC | Tr | 6-3½x3¾ | | | 216.5 | 7.30 | | W | In | I | Sil | 1.40 | 1.26 | 1.25 | 1.12 | .313 | .281 | .373 | .372 |
| 43 | 880HC | Tr | 6-3⅝x4 | | | 265.1 | 7.30 | | W | In | I | Sil | 1.51 | 1.39 | 1.37 | 1.24 | .344 | .344 | .373 | .372 |
| 44 | Super 99HC | Tr | 6-4x4 | | 69-1675 | 302.0 | 6.20 | 232- 800 (EA) | D | In | I | Sil | 1.84 | 1.59 | 1.68 | 1.43 | .344 | .344 | .373 | .372 |
| 45 | Super 166HC | Ind | 4-3½x3¾ | | 37-2000 | 144.0 | 7.00 | 107-1000 (EA) | W | In | I | Sil | 1.41 | 1.28 | 1.25 | 1.13 | .344 | .344 | .373 | .372 |
| 46 | Super 177HC | Ind | 6-3½x3¾ | | 52-2000 | 216.0 | 7.00 | 164-1000 (EA) | W | In | I | Sil | 1.41 | 1.28 | 1.25 | 1.13 | .344 | .344 | .375 | .372 |
| 47 | Super 188HC | Ind | 6-3⅝x4 | | 62-2000 | 265.0 | 7.00 | 204-1000 (EA) | W | In | I | Sil | 1.53 | 1.41 | 1.38 | 1.38 | .344 | .344 | .373 | .372 |
| 48 | Super 199HC | Ind | 6-4x4 | | 74.6-2000 | 302.0 | 6.20 | 232- 800 (EA) | D | In | I | Sil | 1.84 | 1.59 | 1.68 | 1.43 | .344 | .344 | .373 | .372 |
| 49 | Super 225HC | Ind | 6-4⅜x5⅛ | 154-2400 | | 558.0 | 6.30 | 430-1100 (BE) | N | In | L | 2112N | 2.00 | 2.00 | 1.81 | 1.75 | .388 | .388 | .373 | .373 |
| 50 | Palmer 25 | M | 1-3⅛x3½ | | 6-2500 | 26.0 | 5.40 | 6-2500 (EA) | N | Se | L | Sil | 1.34 | 1.34 | 1.15 | 1.15 | .281 | .281 | .310 | .310 |
| 51 | 60 | M | 4-2⅝x2¾ | | 22-3000 | 59.5 | 6.50 | 34-2000 (EA) | N | In | L | CNS | 1.10 | .910 | .980 | .790 | .222 | .222 | .310 | .310 |
| 52 | 134 | M | 4-3½x4 | | 60-3000 | 133.0 | 7.20 | 92-2000 (EA) | N | In | L | CNS | 1.48 | 1.35 | 1.25 | 1.12 | .312 | .312 | .310 | .310 |
| 53 | 240 | M | 6-3⅞x4½ | | 120-3200 | 240.3 | 7.50 | 196-1800 (EA) | N | In | I | CNS | 1.66 | 1.52 | 1.50 | 1.38 | .398 | .398 | .372 | .370 |
| 54 | 264 | M | 6-3½x4½ | | 135-3400 | 264.0 | 7.50 | 234-2000 (EA) | N | In | I | 21-4NS | 1.66 | 1.52 | 1.50 | 1.38 | .398 | .398 | .372 | .370 |
| 55 | 308 | M | 6-3½x4½ | | 150-3400 | 308.0 | 7.50 | 274-2000 (EA) | N | In | I | 21-4NS | 1.81 | | 1.69 | | .407 | | .372 | |
| 56 | IHV-401 | M | 8-4⅛x3⅝ | | 225-3600 | 401.0 | 7.50 | 355-2000 (EA) | N | In | I | St | 2.08 | 1.81 | 1.94 | 1.63 | .426 | .426 | .435 | .434 |
| 57 | IHV-461 | M | 8-4⅛x4⅛ | | 250-3600 | 461.0 | 7.00 | 420-1600 (EA) | N | In | I | St | 2.08 | 1.81 | 1.94 | 1.63 | .426 | .426 | .435 | .434 |
| 58 | Red Wing Arrowhead Twin | M | 2-3½x4¾ | 11-1100 | 10-1100 | 105.0 | 4.00 | 54- 800 (EA) | N | Se | L | NCI | 1.62 | 1.62 | 1.43 | 1.43 | .300 | .300 | .375 | .375 |
| 59 | Meteor 20 | M | 4-2½x3½ | 18-2600 | 16-2600 | 61.3 | 5.70 | 40-1700 (BE) | N | Se | L | Sil | 1.12 | .937 | 1.00 | .812 | .228 | .250 | .312 | .312 |
| 60 | Arrowhead 40 | M | 4-3¼x4 | 38-2600 | 35-2600 | 133.0 | 5.58 | 92-1200 (EA) | N | In | L | Sil | 1.34 | 1.34 | 1.18 | 1.18 | .281 | .281 | .312 | .312 |
| 61 | Arrowhead 50 | M | 4-3⅝x4½ | 43-2200 | 37-2200 | 186.0 | 5.50 | 128- 900 (EA) | N | In | L | Sil | 1.56 | 1.56 | 1.37 | 1.37 | .281 | .281 | .375 | .375 |
| 62 | F | M | 4-4¼x5 | 39-1400 | 36-1400 | 259.0 | 4.00 | 142-1000 (EA) | N | Se | L | NCI | 1.93 | 1.93 | 1.75 | 1.75 | .300 | .300 | .375 | .375 |
| 63 | Arrowhead 100 | M | 6-4x4½ | 86-2800 | 83-2800 | 320.0 | 5.75 | 210-1000 (BE) | N | In | L | Sil | 1.68 | 1.43 | 1.50 | 1.25 | .375 | .375 | .375 | .375 |
| 64 | Meteor 65 | M | 4-3½x4½ | | 65-3200 | 141.0 | 6.50 | | N | In | L | 2112N | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 65 | Meteor 115 | M | 6-3½x4½ | | 115-3400 | 236.7 | | | N | In | L | 2112N | 1.64 | 1.44 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 66 | Meteor 160 | M | 6-4x4½ | | 160-3200 | 339.0 | | | N | In | L | 2112N | 1.83 | 1.67 | 1.72 | 1.50 | .356 | .356 | .373 | .373 |
| 67 | Reo OA-331 | T,B | 6-4⅛x4½ | 140-3200 | 128-3200 | 331.0 | 6.40 | 260-1200 (EA) | W | In | I | Sil(x) | 2.01 | 1.80 | 1.83 | 1.62 | .420 | .420 | .435 | .434 |
| 68 | OA-292 | T,B | 6-3⅞x4½ | 124-3300 | 110-3300 | 292.0 | 6.55 | 218-1400 (EA) | W | In | I | Sil(x) | 2.01 | 1.80 | 1.83 | 1.62 | .420 | .420 | .435 | .434 |
| 69 | OA-255 | T,B | 6-3⅝x4½ | 107-3400 | 93-3400 | 255.0 | 6.70 | 183-1200 (EA) | W | In | I | 2112 | 2.01 | 1.80 | 1.83 | 1.62 | .420 | .420 | .435 | .434 |
| 70 | *OA-331-LPG | T | 6-4⅛x4½ | 142-3200 | 130-3200 | 331.0 | 8.20 | 258-1800 (BE) | W | In | I | 2112 | 2.00 | 1.80 | 1.83 | 1.63 | .420 | .420 | .438 | .438 |
| 71 | OH-170 | T,B | 6-4⅛x4½ | 170-3400 | 158-3400 | 331.0 | 7.50 | 297-1600 (BE) | W | In | I | Sil(x) | 2.00 | 1.80 | 1.83 | 1.63 | .420 | .440 | .438 | .438 |
| 72 | *255-OA-LPG | T | 6-3⅝x4½ | 100-3400 | 86-3400 | 255.0 | 7.15 | 182-1600 (BE) | W | In | I | 2112 | 2.00 | 1.80 | 1.83 | 1.63 | .420 | .420 | .438 | .438 |
| 73 | *OH-160-LPG | T | 6-4⅛x4½ | 160-3300 | 146-3200 | 331.0 | 8.20 | 280-1200 (BE) | W | In | I | Sil | 2.00 | 1.79 | 1.83 | 1.62 | .225 | .238 | .438 | .438 |
| 74 | OV-207 | T | 8-3⅞x4½ | 207-3400 | 186-3400 | 390.0 | 7.30 | 354-2400 (BE) | W | In | I | Sil(x) | 2.00 | 1.80 | 1.83 | 1.63 | .441 | .466 | .438 | .438 |
| 75 | OV-235 | T | 8-4⅛x4½ | 235-3400 | 213-3400 | 440.0 | 7.30 | 412-2400 (BE) | W | In | I | Sil(x) | 2.00 | 1.80 | 1.83 | 1.63 | .441 | .466 | .438 | .438 |
| 76 | *OV-220-LPG | T | 8-4⅛x4½ | 220-3200 | 203-3200 | 440.0 | 8.50 | 405-2000 (BE) | W | In | I | Sil | 2.00 | 1.80 | 1.83 | 1.63 | .441 | .466 | .438 | .438 |
| 77 | Scripps 36 | M | 4-3¼x4 | | 50-3200 | 134.0 | 5.50 | 100-2000 (EA) | N | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 78 | 96-97 | M | 6-3⅛x4½ | | 95-3000 | 230.0 | 7.20 | 187-1200 (EA) | N | In | L | Sil | 1.60 | 1.39 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 79 | 6-110 | M | 6-3⅛x4½ | | 110-3600 | 236.0 | 6.50 | 195-2400 (EA) | N | In | L | Aus | 1.61 | 1.39 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 80 | 104-105 | M | 6-4x4½ | | 110-3000 | 320.0 | 5.63 | 239-1700 (EA) | N | In | L | Sil | 1.75 | 1.62 | 1.50 | 1.37 | .359 | .359 | .373 | .373 |
| 81 | 6-339 | M | 6-4x4½ | | 140-3200 | 339.0 | 6.80 | 265-2000 (EA) | N | In | L | Sil | 1.83 | 1.67 | 1.72 | 1.50 | .356 | .356 | .373 | .373 |
| 82 | 152-153 | M | 6-4⅛x5½ | | 185-3000 | 447.0 | 7.10 | 390-1600 (EA) | N | Se | L | Sil | 2.37 | 2.25 | | | .375 | .375 | .437 | .437 |
| 83 | 154, 5, 6, 7 | M | 6-4⅛x5½ | | 155-3000 | 447.0 | 6.20 | 330-1600 (EA) | N | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 |
| 84 | 168-169 | M | 6-4½x5½ | | 175-2400 | 549.0 | 5.75 | 410-1600 (EA) | N | Se | L | Sil | 2.37 | 2.28 | | | .405 | .375 | .437 | .437 |
| 85 | 178-179 | M | 6-4⅝x5½ | | 200-2400 | 611.0 | 5.75 | 500-1600 (EA) | N | Se | L | Sil | 2.37 | 2.28 | | | .405 | .375 | .437 | .437 |
| 86 | 208-209 | M | 6-5x5¾ | | 225-2400 | 678.0 | 6.25 | 540-1800 (EA) | N | Se | L | Sil | 2.50 | 2.37 | | | .406 | .375 | .437 | .437 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# TRACTOR, MARINE, OR INDUSTRIAL USE—*continued*

| VALVES | | | | PISTONS | | | | CONNECTING RODS | | | CRANKSHAFT | | | | | | | CARBURETOR | | | OVERALL DIMENSIONS (In.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seats | | | | | | | | | | | | | | MAIN BEARINGS | | | | | | | | | | | |
| Angle (Deg.) | Inserts Used? | Insert Material (S.A.E. No.) | Camshaft Drive—Type | Material | Weight with Pins, Rings, Bushings (Oz.) | Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Material | Center to Center Length (In.) | Weight with Bushing and Cap (Oz.) | Material | Counter Balance Used | Crank-Pin Diameter and Length (In.) | Number | Diameter and Length (In.) Front | Diameter and Length (In.) Rear | Oil Pressure to— | Make | Size | Engine Weight without Carburetor or Ignition (Lb.) | Width | Height | Length | Clutch Housing (S.A.E. Nos.) | Line Number |
| 45 | E | T-12 | HG | Al | 62.0 | 1.25x3.93 | 4 | 1040 | 8½ | 49.0 | 1046 | Y | 2.75x2.75 | 5 | 3.25x1.12 | 3.25x1.12 | acdef | Zen | 1¼ | 1300 | 30⅝ | 39¼ | 42¼ | 1,2 | 1 |
| 45 | Bo | Sil◇ | HG | Al | 62.0 | 1.25x3.93 | 4 | 1040 | 8½ | 49.0 | 1046 | Y | 2.75x2.75 | 5 | 3.25x1.12 | 3.25x1.12 | acdef | Zen | 2 | 1355 | 30⅝ | 43 | 44⅝ | 2 | 2 |
| 45 | E | Sil◇ | HG | Al | 99.0 | 1.50x4.56 | 4 | 1040 | 9¾ | 70.4 | 1046 | Y | 3.25x3.13 | 5 | 3.75x1.39 | 3.75x1.39 | acdef | Zen | 1¾ | 1870* | 33½ | 49 | 49½ | 0,1 | 3 |
| 45 | E | Sil◇ | HG | Al | 99.0 | 1.50x4.56 | 4 | 1040 | 9¾ | 70.4 | 1046 | Y | 3.25x3.13 | 5 | 3.75x1.39 | 3.75x1.39 | acdef | Zen | 1¾ | 1900* | 33½ | 46 | 48⅝ | 1 | 4 |
| 45 | Bo | St | HG | Al | 98.6 | 1.50x4.34 | 4 | 1040 | 9¾ | 70.4 | 1046 | Y | 3.25x3.13 | 5 | 3.75x1.39 | 3.75x1.39 | acdef | Ens | 2½ | 1900 | 33½ | 46 | 48⅝ | 0,1 | 5 |
| 45 | Bo | St | HG | Al | 98.6 | 1.50x4.34 | 4 | 1040 | 9¾ | 70.4 | 1046 | Y | 3.25x3.13 | 5 | 3.75x1.39 | 3.75x1.39 | acdef | Zen | 1¾ | 1900 | 33½ | 46 | 48⅝ | 1 | 6 |
| 45 | E | T-12 | HG | Al | 205.0 | 1.75x6.12 | 4 | 1045 | 14 | 236.0 | 4140 | N | 3.50x3.75 | 4 | 3.93x5.25 | 3.93x5.25 | acdf | Zen(2) | 1¾ | 3750 | 43 | 59 | 80 | 0,00 | 7 |
| 45 | E | T-12 | HG | Al | 227.0 | 1.75x6.12 | 4 | 1045 | 14 | 236.0 | 4140 | N | 3.50x3.75 | 4 | 3.93x5.25 | 3.93x5.25 | acdf | Ens(2) | 1¾ | 3750 | 43 | 59 | 80 | 0,00 | 8 |
| 45 | E | T-12 | HG | Al | 205.0 | 1.75x6.12 | 4 | 3140 | 15 | 240.0 | 1045 | Y | 3.50x3.75 | 3 | 3.93x5.25 | 3.93x5.25 | acdf | Zen(2) | 2 | 3900 | 45 | 65 | 64 | 00 | 9 |
| 45 | E | T-12 | HG | Al | 227.0 | 1.75x6.12 | 4 | 3140 | 15 | 240.0 | 1045 | Y | 3.50x3.75 | 3 | 3.93x5.25 | 3.93x5.25 | acdf | Ens | 3 | 3900 | 45 | 67 | 64 | 00 | 10 |
| 45 | E | T-12 | HG | Al | 205.0 | 1.75x6.12 | 4 | 3140 | 15 | 240.0 | 4140 | N | 3.50x3.75 | 4 | 3.93x5.25 | 3.93x5.25 | acdf | Zen(4) | 1¾ | 5300 | 45 | 65 | 78 | 00 | 11 |
| 45 | E | T-12 | HG | Al | 227.0 | 1.75x6.12 | 4 | 3140 | 15 | 240.0 | 4140 | N | 3.50x3.75 | 4 | 3.93x5.25 | 3.93x5.25 | acdf | Ens | 3½ | 5300 | 45 | 65 | 78 | 00 | 12 |
| 45 | E | 3140◇ | HG | Al | 256.0 | 2.25x6.37 | 4 | 1040 | 15 | 282.0 | 1046 | Y | 5.00x4.75 | 8 | 5.50x2.38 | 5.50x4.31 | acdef | Zen(4) | 2 | 10300 | 49 | 75 | 99⅝ | 00 | 13 |
| 45 | Bo | 3140◇ | HG | Al | 256.0 | 2.25x6.37 | 4 | 1040 | 15 | 282.0 | 1046 | Y | 5.00x4.75 | 8 | 5.50x2.38 | 5.50x4.31 | acdef | Ens(2) | 3½ | 10300 | 49 | 74½ | 99⅝ | 00 | 14 |
| 45 | E | 3140◇ | HG | Al | 263.0 | 2.25x6.36 | 4 | 1040 | 15 | 282.0 | 1046 | Y | 5.00x4.75 | 8 | 5.50x2.38 | 5.50x4.31 | acdef | Zen(4) | 2 | 11500 | 49 | 75 | 130¼ | 00 | 15 |
| 45 | Bo | 3140◇ | HG | Al | 263.0 | 2.25x6.36 | 4 | 1040 | 15 | 282.0 | 1046 | Y | 5.00x4.75 | 8 | 5.50x2.38 | 5.50x4.31 | acdef | Ens(2) | 3½ | 11500 | 49 | 47½ | 130½ | 00 | 16 |
| (h) | E | Nif◇x | HG | Alt | 47 | 1.12x3.18 | 5 | 4130 | 10½ | 64 | 1046‡ | Y | 2.38x1.34 | 7 | 3.00x1.41 | 3.00x2.12 | acdefg | Zen | 1¼ | 920 | 28⅛ | 35⅛ | 44⅝ | 3 | 17 |
| (h) | E | Nif◇ | HG | Alt | 52 | 1.12x3.45 | 5 | 4130 | 10½ | 64 | 1046‡ | Y | 2.38x1.34 | 7 | 3.00x1.41 | 3.00x2.12 | acdefg | Zen | 1¼ | 920 | 28⅛ | 35⅛ | 44¾ | 3 | 18 |
| (h) | E | Nif◇x | HG | Alt | 51 | 1.13x3.45 | 5 | 4130 | 10⅞ | 64 | 1046‡ | Y | 2.38x1.34 | 7 | 3.00x1.41 | 3.50x2.13 | abcdfg | Zen | 1¼ | 1070 | 28⅝ | 36⅛ | 45⅝ | 3 | 19 |
| (h) | E | Nif◇x | HG | Alt | 69.0 | 1.31x3.56 | 4 | 4130 | 10⅞ | 88.8 | 1046‡ | Y | 2.75x1.58 | 7 | 3.50x1.69 | 3.50x2.22 | abcdfg | Zen | 2 | 1522 | 26 | 43⅞ | 49⅛ | 2 | 20 |
| (h) | E | Nif◇x | HG | Alt | 91 | 1.43x4.43 | 5 | 4130 | 11¼ | 116 | 1050‡ | Y | 3.00x1.91 | 7 | 4.00x1.57 | 4.00x2.58 | acdefg | Zen | 1¾ | 1902 | 28¼ | 49½ | 51 | 1 | 21 |
| (h) | E | Nif◇x | HG | Alt | 65.0 | 1.31x3.56 | 4 | 4130 | 10⅛ | 84.3 | 1050‡ | Y | 2.75x1.58 | 7 | 3.50x1.69 | 3.50x2.22 | abcdfg | Zen | 2 | 1545 | 26 | 43⅞ | 49⅛ | 2 | 22 |
| 45 | E | E-S | HG | Cl | 53.3 | 1.00x3.00 | 4 | 1041 | 9¼ | 58.0 | 1046 | N | 2.62x1.50 | 3 | 2.75x1.75 | 3.00x2.18 | acdefg | MaS | 1 | 700* | 20 | 36¼ | 36⅝ | | 23 |
| 45 | E | E-S | HG | Cl | 53.3 | 1.00x3.00 | 4 | 1041 | 8¾ | 50.0 | 1046 | N | 2.62x1.50 | 3 | 2.75x1.75 | 3.00x2.18 | acdefg | MaS | 1 | 720* | 20 | 36¼ | 36⅝ | 4 | 24 |
| 45 | E | E-S | HG | Cl | 53.5 | 1.00x3.00 | 4 | 1041 | 8¾ | 50.0 | 1046 | N | 2.62x1.50 | 2 | RB | Ba | acdefg | MaS | 1 | 680* | 33 | 34 | 31½ | | 25 |
| 45 | E | E-S | HG | Cl | 89.0 | 1.25x3.75 | 4 | 1041 | 10 | 94.0 | 1046 | N | 2.57x2.50 | 3 | 2.91x2.68 | 2.91x3.50 | acdefg | MaS | 1¼ | 1090* | 24⅞ | 24⅞ | 42¾ | 2 | 26 |
| 45 | E | E-S | HG | Cl | 89.0 | 1.25x3.75 | 4 | 1041 | 10 | 94.0 | 1046 | N | 2.57x2.50 | 3 | 2.91x2.68 | 2.91x3.50 | acdefg | MaS | 1¼ | 1090* | 24 | 39⅛ | 39⅝ | 2 | 27 |
| 45 | E | E-S | HG | Al | 63.3 | 1.25x3.93 | 4 | 1041 | 11¼ | 123.0 | 1046 | N | 2.75x2.38 | 3 | 2.91x2.68 | 2.91x3.50 | acdefg | MaS | 1¼ | 1276* | 24⅝ | 43¼ | 42⅞ | 2 | 28 |
| 45 | E | E-S | HG | Cl | 89.0 | 1.25x3.75 | 4 | 1041 | 10 | 94.0 | 1046 | Y | 2.57x2.50 | 4 | 2.91x2.68 | 2.91x3.50 | acdefg | Zen | 1½ | u2000* | 24⅝ | 42⅝ | 56 | 2 | 29 |
| 45 | E | E-S | HG | Al | 122.0 | 1.25x3.93 | 4 | 1041 | 11¼ | 123.0 | 1045 | Y | 2.75x2.38 | 4 | 2.91x2.68 | 2.91x3.50 | acdefg | Zen | 1½ | u2268* | 26½ | 45 | 56¾ | 1 | 30 |
| 45 | E | E-S | HG | Al | 112.0 | 1.75x4.53 | 4 | 1041 | 11¼ | 136.0 | 1046 | Y | 3.25x2.38 | 4 | 3.49x2.53 | 3.49x3.13 | acdefg | Zen | 1¾ | u2475* | 26¾ | 47⅝ | 61 | 1 | 31 |
| 45 | E | CAI | HG | Cl | 122.0 | 1.25x4.13 | 4 | 1041 | 11¼ | 123.0 | 1045 | Y | 2.75x2.38 | 4 | 2.91x2.68 | 2.91x3.50 | acdefg | Zen(2) | 1½ | u5800* | 45 | 70⅝ | 114¾ | | 32 |
| 45 | E | E-S | HG | Al | 112.0 | 1.75x4.53 | 4 | 1041 | 11¼ | 145.0 | 1046 | Y | 3.25x2.38 | 4 | 3.49x2.53 | 3.49x3.13 | acdefg | Ens(2) | 1½ | u6325* | 44¼ | 72½ | 111¾ | | 33 |
| 30 | N | | HG | Al | 26 | .875x2.90 | 3 | 1035 | 7 | 26 | 1340‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acdgr | Zen | 1½ | 714 | 24¼ | 23½ | 43¼ | 6 | 34 |
| 30 | N | | HG | Al | 26 | .875x2.90 | 3 | 1035 | 7 | 26 | 3140‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acdgr | Zen | 1½ | 780 | 24¼ | 23½ | 45⅝ | 6 | 35 |
| 30 | N | | HG | Al | 40.5 | 1.00x3.50 | 3 | 1040 | 8 | 37 | 3140‡ | N | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acdgr | Zen | 1½ | 920 | 24¼ | 25 | 49½ | 6 | 36 |
| 30 | N | | HG | Al | 44.5 | 1.12x3.44 | 3 | 1035 | 8 | 39.2 | 3140‡ | Y | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | abcdgr | Zen | 2 | 935 | 24¼ | 25 | 47½ | 6 | 37 |
| 30 | N | | HG | Alt | 25 | .875x2.90 | 3 | 1035 | 7 | 26 | 3140 | Y | 1.98x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | abcdgr | Zen | 1½ | 744 | 24¼ | 23½ | 43¼ | 6 | 38 |
| 30 | N | | HG | Al | 40.5 | 1.00x3.50 | 4 | 1040 | 8 | 37 | 3140‡ | | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acdgr | Zen | 1¾ | 925 | 24¼ | 25 | 47½ | 6 | 39 |
| 30 | N | | HG | Alt | 21.0 | .750x2.83 | 3 | 3140 | 6⅛ | 22.0 | Ste‡ | | 1.75x1.12 | 3 | 1.98x1.62 | 1.98x1.37 | acgr | Zen | 1¼ | 456* | 24½ | 21½ | 31¾ | | 40 |
| 45 | E | Al | HG | Alt | | 1.25x2.75 | 4 | 1045 | 6¾ | 43 | 1045 | Y | 2.25x1.38 | 3 | 2.25x1.63 | 2.25x1.63 | acf | MaS | ⅞ | 466 | 18½ | 28¼ | 30⅞ | | 41 |
| 45 | E | Al | HG | Alt | | 1.25x2.75 | 4 | 1045 | 6¾ | 43 | 1045 | N | 2.25x1.38 | 4 | 2.25x1.63 | 2.25x1.63 | acf | M-Z | 1 | 632 | 18½ | 27¾ | 39⅞ | | 42 |
| 45 | E | Al | HG | Alt | 66.0 | 1.25x3.00 | 4 | 1045 | 6¾ | 47 | 1045 | N | 2.44x1.38 | 4 | 2.63x1.75 | 2.63x1.75 | acf | Zen | 1¼ | 682 | 18½ | 27⅞ | 41½ | | 43 |
| 45 | E | Al | HG | Al | 66.0 | 1.25x3.44 | 4 | 1045 | 6¾ | 41 | 1045 | | 2.63x1.38 | 4 | 2.63x1.56 | 2.63x1.56 | abcdfg | MaS | 1¼ | 876 | 21¼ | 30⅞ | 43⅛ | | 44 |
| 45 | E | Al | HG | Al | 35.0 | 1.25x2.75 | 4 | 1045 | 6¾ | 43.0 | 1045 | | 2.25x1.38 | 3 | 2.25x1.44 | 2.25x1.44 | acf | MaS | 1 | 546 | 22 | 29⅛ | 30⅛ | 4 | 45 |
| 45 | E | Al | HG | Al | 35.0 | 1.25x2.75 | 4 | 1045 | 6¾ | 43.0 | 1045 | | 2.25x1.38 | 4 | 2.25x1.44 | 2.25x1.44 | acfg | MaS | 1 | 716 | 22 | 29⅛ | 40⅛ | 4 | 46 |
| 45 | E | Al | HG | Al | 62.0 | 1.25x3.00 | 4 | 1045 | 6¾ | 47.0 | 1045 | | 2.44x1.38 | 4 | 2.63x1.50 | 2.63x1.50 | acfg | MaS | 1¼ | 817 | 22 | 32⅛ | 41⅛ | 3 | 47 |
| (v) | E | Al | HG | Al | 66.0 | 1.25x3.44 | 4 | 1045 | 6¾ | 41.0 | 1045 | | 2.25x1.38 | 4 | 2.63x1.56 | 2.63x1.56 | abcdfg | MaS | 1¼ | 876 | 22 | 33⅛ | 43⅛ | 3 | 48 |
| (h) | E | Eat | HG | Al | 66.0 | 1.25x4.20 | 4 | 4342 | 9⅝ | 97.0 | CS | | 3.00x2.00 | 7 | 3.50x1.93 | 3.50x2.93 | acg | Op | 1¾ | 1195 | 25⅞ | 35⅜ | 46⅛ | 1 | 49 |
| 45 | N | | HG | Al | 14½ | .75x2.75 | 3 | 1040 | 8 | 23½ | Al | Y | 1.25x1.31 | 2 | (j) | (j) | PS | Zen | ¾ | u180 | 15 | 18¾ | 24 | | 50 |
| 45 | N | | HG | Cl | 20 | .688x2.19 | 3 | | 5 | 16 | C1045 | | 1.50x.875 | 3 | 1.62x | 1.62x | acd | Zen | ⅞ | 350 | 21 | | 28⅜ | N | 51 |
| 30 | N | | HG | Al | 20½ | .75x2.87 | 3 | 3140 | 6⅛ | 23½ | CS‡ | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acd | Zen | 1¼ | u445 | 19 | 20½ | 39 | | 52 |
| 30 | E | Duc | HG | Al | | .875x2.95 | 4 | | 6⅛ | | C1046 | | 2.38x1.50 | 4 | 2.75x1.38 | 2.75x1.94 | acdf | Zen | 1½ | 850 | 24½ | 28 | 46 | 6 | 53 |
| 30 | E | SAC | HG | Al | | .875x2.95 | 4 | SF | 6⅛ | | 1046 | | 2.38x1.50 | 4 | 2.75x1.38 | 2.75x1.94 | acdfg | Zen | 1½ | 850 | 24½ | 28 | 46 | 6 | 54 |
| 15 | E | SAC | HG | Al | 40.2 | .919x3.20 | 4 | SF | 8⅛ | | 1046 | | 2.13x1.44 | 4 | 2.70x | 2.70x | acdfg | Zen | 1¾ | 920 | 24½ | 29½ | 46½ | 6 | 55 |
| 45 | E | St | HG | Al | 43.1 | 1.31x3.01 | 3 | SF | 8½ | 50.4 | C1046 | | 2.63x2.55 | 5 | 3.13x.969 | 3.13x.969 | acdefg | Hol | | 1600 | 38 | 38 | 57 | 2 | 56 |
| 45 | E | St | HG | Al | 43.1 | 1.31x3.01 | 3 | SF | 8 | 50.1 | C1046 | | 2.63x2.55 | 5 | 3.13x.969 | 3.13x.969 | acdefg | Hol | | 1600 | 38 | 38 | 57 | 2 | 57 |
| 45 | N | | HG | CIA | 64 | 1.10x3.25 | 3 | 1045 | 8½ | 43 | 1045 | N | 1.50x2.12 | 2 | 1.50x3.00 | 1.50x3.00 | Splash | Str | 1 | 415 | 19½ | 22½ | 36¼ | | 58 |
| 45 | N | | HG | Al | 8 | .625x2.12 | 3 | 1045 | 6 | 14 | 1045 | N | 1.56x1.25 | 2 | ND3207 | ND3207 | adg | MaS | ¾ | 240 | 18¼ | 19½ | 27⅛ | | 59 |
| 45 | E | CA | HG | Cl | 30 | .875x2.75 | 3 | 1045 | 7¼ | 29 | 1045 | N | 1.75x1.25 | 3 | 2.12x1.43 | 2.12x1.18 | abcdg | Zen | 1 | 490 | 21⅜ | 24⅛ | 35 | | 60 |
| 45 | E | CA | HG | Cl | 45 | 1.10x3.06 | 4 | 1045 | 8¾ | 46 | 1045 | N | 2.00x1.50 | 3 | 2.00x2.50 | 2.00x1.87 | abcdg | Zen | 1 | 610 | 19½ | 26¼ | 41 | 5 | 61 |
| 45 | N | | HG | CIA | 69 | 1.10x3.56 | 4 | 1045 | 10⅝ | 66 | 1045 | N | 2.00x2.25 | 3 | 2.00x4.18 | 2.00x3.50 | acg | Str | 1¼ | 830 | 20¼ | 26½ | 54⅜ | | 62 |
| 45 | E | CA | HG | Al | 46 | 1.00x3.85 | 4 | 1045 | 8 | 40 | 1045 | N | 2.00x1.50 | 7 | 2.62x2.00 | 2.62x1.25 | abcdg | Zen | 1¼ | 1016 | 22½ | 28¼ | 53½ | | 63 |
| 30 | N | | HG | Al | 29.5 | .750x2.81 | 4 | 3140 | 6⅞ | 21.0 | 4140 | | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acdg | Zen | 1 | 425 | 22½ | 21 | 32⅝ | | 64 |
| 30 | N | | HG | Al | 26.0 | .875x2.92 | 3 | 1035 | 7 | 26.0 | 1046‡ | | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acg | Zen | 1½ | 625 | 22½ | 24 | 42½ | | 65 |
| 30 | N | | HG | Al | 44.5 | 1.12x3.44 | 3 | 3140 | 8 | 39.2 | 1046‡ | | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x2.12 | acg | Zen | 1¾ | 825 | 22½ | 25 | 46½ | | 66 |
| 30 | E | St | HG | Al | 40 | 1.12x3.59 | 4 | 1340 | 7¼ | 56 | 1045 | | 2.18x1.62 | 7 | 2.51x1.62 | 2.51x1.62 | acdfg | Zen | 1¾ | 872* | 25½ | 34⅛ | 45⅞ | 3 | 67 |
| 30 | E | St | HG | Al | 34.7 | 1.12x3.59 | 4 | 1340 | 7¼ | 56 | 1045 | | 2.18x1.62 | 7 | 2.51x1.62 | 2.51x1.62 | acdfg | Zen | 1¾ | 830* | 25½ | 34⅛ | 45⅞ | 3 | 68 |
| 30 | E | Ste | HG | Al | 31.9 | 1.12x3.11 | 4 | 1340 | 7¼ | 56 | 1045 | | 2.18x1.62 | 7 | 2.51x1.62 | 2.51x1.62 | acdfg | Car | 1½ | 820* | 25½ | 34⅛ | 45⅞ | 3 | 69 |
| 30 | Bo | ♙ | HG | Al | 41.4 | 1.13x3.59 | 4 | 1340 | 7¼ | 56 | 1045 | | 2.18x1.62 | 7 | 2.51x1.62 | 2.51x1.62 | acdfg | Ens | 1½ | 914* | 25½ | 34⅛ | 45⅞ | 3 | 70 |
| 30 | E | St | HG | Als | 42 | 1.13x3.59 | 4 | 1340 | 7¼ | 52 | 1045 | | 2.31x1.30 | 7 | 2.75x1.30 | 2.75x1.30 | acdfg | Zen | 1¾ | 963* | 24⅞ | 33⅜ | 45⅞ | 3 | 71 |
| 30 | Bo | Ste | HG | Al | 29.9 | 1.13x3.11 | 4 | 1340 | 7¼ | 50.2 | 1045 | | 2.18x1.38 | 7 | 2.50x1.34 | 2.50x1.34 | acdfg | Ens | 1½ | 872* | 25½ | 34⅛ | 45⅞ | 3 | 72 |
| 30 | Bo | ♙ | HG | Al | 41.4 | 1.13x3.54 | 4 | 1340 | 7¼ | 52 | 1045 | | 2.31x1.30 | 7 | 2.75x1.30 | 2.75x1.30 | acdfg | Alg | 1¾ | 995* | 24⅞ | 34⅛ | 45⅞ | 3 | 73 |
| 30 | Bo | ♙ | HG | Al | 39.2 | 1.06x3.37 | 4 | 1340 | 7⅝ | 45 | CAS | | 2.50x.927 | 5 | 3.00x1.22 | 3.00x1.71 | acdfg | Car | | 1211* | 27⅝ | 36⅝ | 39½ | 2 | 74 |
| 30 | Bo | ♙ | HG | Al | 39.2 | 1.06x3.59 | 4 | 1340 | 7⅝ | 45 | CAS | | 2.50x.927 | 5 | 3.00x1.22 | 3.00x1.71 | acdfg | Car | | 1211* | 27⅝ | 36⅝ | 39½ | 2 | 75 |
| 30 | Bo | ♙ | HG | Al | 39.2 | 1.06x3.59 | 4 | 1340 | 7⅝ | 45.0 | CAS | | 2.50x.927 | 5 | 3.00x1.22 | 3.00x1.71 | acdfg | Cen | | 1262* | 27⅝ | 36⅝ | 39½ | 2 | 76 |
| 30 | N | | HG | Al | 29.5 | .750x2.81 | 3 | 3140 | 6⅞ | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acgr | Zen | 1¼ | 410* | 22⅞ | 21⅜ | 32⅝ | 6 | 77 |
| 30 | N | | HG | Al | 26 | .875x2.90 | 4 | CS | 7 | 26 | CS | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acgr | Zen | 1½ | 675* | 22⅝ | 23⅛ | 41½ | 4 | 78 |
| 30 | N | | HG | Al | 26 | .875x2.92 | 3 | 1035 | 7 | 26 | AS | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acg | Zen | 1½ | 675 | 22⅝ | 23⅛ | 41½ | 4 | 79 |
| 45 | N | | HG | Al | 29.5 | 1.00x3.51 | 4 | 1040 | 8 | 37 | 1045 | N | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acgr | Zen | 1¾ | 860* | 22⅝ | 32⅜ | 46¼ | 4 | 80 |
| 30 | N | | HG | Al | 49 | 1.12x3.44 | 4 | AS | 8 | 39.2 | CS | Y | 2.00x1.50 | 7 | 2.50x1.31 | 2.50x2.12 | acgr | Zen | 1¾ | 890* | 22⅝ | 32⅜ | 46¼ | 4 | 81 |
| 45 | E | CA | HG | Al | 49 | 1.25x3.68 | 4 | AS | 10⅞ | 70 | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | acdr | Hol | 2 | 1050* | 27¾ | 32⅛ | 56⅛ | | 82 |
| 45 | E | CA | HG | Al | 49 | 1.25x3.68 | 4 | AS | 10⅞ | 70 | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | acdr | Str | 2 | 1150* | 24⅜ | 29⅞ | 56⅜ | | 83 |
| 45 | N | | HG | Al | 50 | 1.37x3.84 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | acdr | Zen | 2 | 1525* | 29¼ | 33⅛ | 66 | | 84 |
| 45 | N | | HG | Al | 56 | 1.37x4.00 | 4 | AS | 11¼ | 84 | NS | Y | 2.87x2.00 | 4 | 3.00x3.00 | 3.00x3.62 | acdr | Zen | 2 | 1525* | 29¼ | 33⅛ | 66 | | 85 |
| 45 | N | | HG | Al | 56 | 1.37x4.00 | 4 | AS | 11¼ | 84 | CS | Y | 2.87x2.25 | 4 | 3.00x3.00 | 3.00x3.62 | acdr | Zen(2) | 2 | 1525* | 29¼ | 33⅛ | 66 | | 86 |

For abbreviations, see pages 206 and 207

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 GASOLINE ENGINES FOR TRUCK, BUS,

| Line Number | ENGINE MAKE AND MODEL | Designed for | Number of Cylinders, Bore and Stroke (In.) | MAXIMUM BRAKE Hp. at Specified R.P.M. | | Piston Displacement (Cu. In.) | Compression Ratio | Maximum Torque at R.P.M. (Lb. Ft.) with or without Accessories | Cylinder Liners—Type | Crankcase—Upper Half Integral with Cylinders | VALVES | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | With Bare Engine | With Standard Accessories | | | | | | Arrangement | Exhaust Head Material (S.A.E. No.) | Max. Head Diameter (In.) | | Min. Port Diameter (In.) | | Lift (In.) | | Stem Diameter (In.) | |
| | | | | | | | | | | | | | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust | Intake | Exhaust |
| | Scripps—Cont'd | | | | | | | | | | | | | | | | | | | |
| 1 | 302-303 | M | 12-4 1/4 x5 1/4 | | 350-2600 | 894.0 | 7.10 | 790-1600 (EA) | N | Se | L | Sil | 2.37 | 2.25 | | | .375 | .375 | .437 | .437 |
| 2 | 304-305 | M | 12-4 1/4 x5 1/4 | | 250-2400 | 894.0 | 6.20 | 640-1700 (EA) | N | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 |
| 3 | 306-307 | M | 12-4 1/4 x5 1/4 | | 290-2600 | 894.0 | 6.20 | 660-1800 (EA) | N | Se | L | Sil | 2.25 | 2.25 | | | .375 | .375 | .437 | .437 |
| 4 | 4-60 | M | 4-3 1/4 x4 | | 60-3200 | 134.0 | 6.80 | 100-2000 | N | In | L | Sil | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 5 | Sterling Viking II-TC-6 | Tr,Ind | 6-8x9 | | 450-1200 | 2714.0 | ♣♣ | 2015- 900 (EA) | W | Se | I | Sil | 2.59 | 2.59 | | | .556 | .556 | .557 | .557 |
| 6 | Viking II-TC-6 | Tr,Ind | 6-8x9 | | 345- 900 | 2714.0 | ♣♣ | 2015- 900 (EA) | W | Se | I | Sil | 2.59 | 2.59 | | | .556 | .556 | .557 | .557 |
| 7 | Viking II-T-8 | M | 8-8x9 | | 600-1200 | 3619.0 | 5.20 | 2685- 900 (EA) | W | Se | I | Sil | 2.59 | 2.59 | | | .556 | .556 | .557 | .557 |
| 8 | Viking II-TC-8 | Tr,Ind | 8-8x9 | | 600-1200 | 3619.0 | ♣♣ | 2685- 900 (EA) | W | Se | I | Sil | 2.59 | 2.59 | | | .556 | .556 | .557 | .557 |
| 9 | Viking II-TC-8 | Tr,Ind | 8-8x9 | | 460- 900 | 3619.0 | ♣♣ | 2685- 900 (EA) | W | Se | I | Sil | 2.59 | 2.59 | | | .556 | .556 | .557 | .557 |
| 10 | Petrel-LC-6 | Ind | 6-5 1/2 x6 | | 210-2000 | 780.0 | 6.00 | 550-1700 (EA) | N | Se | L | Sil | 2.25 | 2.25 | | | .475 | .475 | .437 | .437 |
| 11 | Petrel-L-6 | M | 6-5 1/2 x6 | | 258-2500 | 780.0 | 6.00 | 550-1700 (EA) | N | Se | L | Sil | 2.25 | 2.25 | | | .583 | .583 | .437 | .437 |
| 12 | Studebaker 1E | T | 6-3x4 3/8 | 92-3800 | 83-3800 | 185.6 | 7.50 | 152-1800 (BE) | N | In | L | 2112 | 1.34 | 1.28 | 1.19 | 1.13 | .344 | .344 | .313 | .313 |
| 13 | 4E | T | 6-3 1/8 x4 3/8 | 106-3400 | 94-3200 | 245.6 | 7.50 | 204-1400 (BE) | N | In | L | 2112 | 1.47 | 1.28 | 1.31 | 1.13 | .344 | .344 | .344 | .344 |
| 14 | 3E, 5E | T | 8-3 1/8 x3 1/4 | 170-4200 | 141-3800 | 259.2 | 7.50 | 250-2800 (BE) | N | In | I | 2112N | 1.66 | 1.53 | 1.49 | 1.37 | .359 | .359 | .344 | .344 |
| 15 | 6E | T | 8-3 1/8 x3 5/8 | 182-4000 | 154-3800 | 289.0 | 7.50 | 288-2600 (BE) | N | In | I | 2112N | 1.66 | 1.53 | 1.49 | 1.37 | .359 | .359 | .344 | .344 |
| 16 | Universal Blue Jacket-AFTL | M | 2-3x3 1/2 | | 12-2200 | 49.5 | 5.79 | | N | In | L | Sil | 1.68 | 1.68 | 1.50 | 1.50 | .250 | .250 | .375 | .375 |
| 17 | Atomic Four-UJ | M | 4-2 1/8 x3 1/8 | | 25-3500 | 64.5 | 6.32 | | N | In | L | Sil | 1.21 | 1.03 | 1.06 | .875 | .240 | .240 | .312 | .312 |
| 18 | Atomic Four-UJVD | M | 4-2 1/8 x3 1/8 | | 25-3500 | 64.5 | 6.32 | | N | In | L | Sil | 1.21 | 1.03 | 1.06 | .875 | .240 | .240 | .312 | .312 |
| 19 | Utility Four-BN | M | 4-2 1/4 x4 | | 25-2500 | 95.0 | 4.70 | | N | In | L | Sil | 1.25 | 1.25 | 1.12 | 1.12 | .234 | .234 | .312 | .312 |
| 20 | Unimite Four-HF | M | 4-3 1/4 x4 1/2 | | 65-3400 | 141.0 | | | N | In | L | Aus | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 21 | Unimite Four-HFVD | M | 4-3 1/4 x4 1/2 | | 65-3400 | 141.0 | | | N | In | L | Aus | 1.48 | 1.35 | 1.25 | 1.12 | .250 | .250 | .310 | .310 |
| 22 | Superfour-LSG | M | 4-3 1/4 x4 1/2 | | 50-3000 | 149.3 | 5.70 | | N | Se | L | Sil | 1.56 | 1.56 | 1.37 | 1.37 | .312 | .312 | .375 | .375 |
| 23 | Explorer Six-OK, OKVD | M | 6-3 1/8 x4 1/2 | | 100-3200 | 230.0 | 7.50 | 186-1500 (EA) | N | In | L | 2112N | 1.64 | 1.40 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 24 | Master Six-OL | M | 6-3 1/8 x4 1/2 | | 110-3200 | 237.0 | 7.50 | 192-1500 (EA) | N | In | L | 2112N | 1.64 | 1.40 | 1.50 | 1.25 | .311 | .311 | .310 | .310 |
| 25 | Super Six-Com'dore-Z, ZVD | M | 6-4x4 1/2 | | 145-3200 | 339.2 | 7.20 | 265-2000 (EA) | N | In | L | Aus | 1.83 | 1.67 | 1.72 | 1.50 | .356 | .356 | .373 | .373 |
| 26 | Super Six-Stevedor-ZS | M | 6-4x4 1/2 | | 130-2800 | 339.2 | 7.25 | | N | In | L | Aus | 1.83 | 1.67 | 1.72 | 1.50 | .356 | .356 | .373 | .373 |
| 27 | Waukesha (12) ICK | Ind | 4-2 1/2 x3 1/8 | 18-2600 | 16-2400 | 61.3 | 5.70 | 41-1800 (BE) | N | Se | L | Sil | 1.12 | .937 | 1.00 | .812 | .228 | .250 | .312 | .312 |
| 28 | (12) FC | T,Tr,Ind | 4-3 1/8 x4 | 35-2400 | 30-2200 | 133.0 | 5.58 | 97-1400 (BE) | W | In | L | Sil | 1.34 | 1.34 | 1.18 | 1.18 | .281 | .281 | .312 | .312 |
| 29 | (11) 180GLB | T,Tr,Ind | 4-3 1/8 x3 3/4 | 45-2400 | 37-2000 | 144.0 | 6.75 | 118-1600 (BE) | W | In | I | Sil | 1.31 | 1.13 | 1.18 | 1.00 | .312 | .281 | .372 | .372 |
| 30 | (12) XAH | T,Tr,Ind | 4-3 1/8 x4 1/2 | 47-2400 | 44-2000 | 166.0 | 5.50 | 131-1400 (BE) | N | In | L | Sil | 1.56 | 1.56 | 1.37 | 1.37 | .302 | .275 | .375 | .375 |
| 31 | (11) 185GLB | T,Tr,Ind | 6-3 1/8 x3 3/4 | 67-2400 | 59-2200 | 216.0 | 6.75 | 176-1400 (BE) | W | In | I | Sil | 1.31 | 1.13 | 1.18 | 1.00 | .312 | .281 | .372 | .373 |
| 32 | (11) 190GLB | T,Tr,Ind | 6-3 1/8 x4 | 77-2200 | 68-2000 | 265.0 | 6.50 | 223-1200 (BE) | W | In | I | Sil | 1.40 | 1.28 | 1.25 | 1.12 | .359 | .375 | .375 | .375 |
| 33 | (11) 195GK | T,Tr,Ind | 6-4 1/8 x4 | 103-2400 | 88-2200 | 320.0 | 6.20 | 241-1400 (BE) | N | In | I | Sil | 1.84 | 1.59 | 1.69 | 1.44 | .406 | .411 | .373 | .372 |
| 34 | (11) 195GKA | T,Tr | 6-4 1/8 x4 | 122-3000 | 90-2200 | 320.0 | 6.20 | 244-1400 (BE) | N | In | I | Sil | 1.84 | 1.59 | 1.69 | 1.44 | .406 | .411 | .372 | .372 |
| 35 | (11) MZA | T,B,Ind,Tr | 6-4 1/8 x4 1/4 | 128-2800 | 82-2000 | 404.0 | 5.60 | 289-1000 (BE) | N | In | L | Sil | 1.93 | 1.68 | 1.68 | 2.50 | .375 | .375 | .375 | .375 |
| 36 | **(11) 135GKB | T,B,Tr | 6-4 1/8 x5 | 147-2800 | 121-2200 | 426.0 | 6.25 | 337-1200 (BE) | D | In | I | Sil | 2.06 | 1.81 | 1.87 | 1.62 | .455 | .423 | .435 | .433 |
| 37 | **(11) 135GZB | T,B,Tr | 6-4 3/8 x5 | 153-2800 | 130-2200 | 451.0 | 6.30 | 354-1200 (BE) | W | In | I | Sil | 2.06 | 1.81 | 1.87 | 1.62 | .452 | .405 | .434 | .434 |
| 38 | (11) 140GK | T,B,Ind,Tr | 6-4 1/2 x5 1/2 | 155-2250 | 125-1800 | 525.0 | 6.15 | 420-1000 (BE) | W | In | I | Sil | 2.12 | 1.56 | 1.87 | 1.37 | .531 | .434 | .434 | .434 |
| 39 | **(11) 140GKB | T,B,Tr | 6-4 1/2 x5 1/2 | 177-2600 | 135-2000 | 525.0 | 6.40 | 426- 800 (BE) | W | In | I | Sil | 2.12 | 1.56 | 1.87 | 1.37 | .540 | .540 | .437 | .437 |
| 40 | (11) 140GZ | T,B,Tr | 6-4 3/8 x5 1/2 | 170-2250 | 135-1800 | 554.0 | 6.40 | 453- 800 (BE) | W | In | | Sil | 2.12 | 1.56 | 1.87 | 1.37 | .524 | .524 | .437 | .437 |
| 41 | **(11) 140GZB | T,B,Tr | 6-4 3/8 x5 1/2 | 188-2600 | 143-2000 | 554.0 | 6.40 | 453- 800 (BE) | W | In | I | Sil | 2.12 | 1.56 | 1.87 | 1.37 | .524 | .524 | .437 | .437 |
| 42 | (11) 145GK | T,B,Ind,Tr | 6-5 1/8 x6 | 216-2000 | 156-1600 | 779.0 | 6.20 | 595-1000 (BE) | W | In | I | Sil | 2.37 | 1.84 | 2.12 | 1.62 | .594 | .531 | .500 | .500 |
| 43 | **(11) 145GKB | T,B,Tr | 6-5 1/8 x6 | 240-2400 | 179-2000 | 779.0 | 6.20 | 595-1000 (BE) | W | In | I | Sil | 2.56 | 2.03 | 2.31 | 1.81 | .600 | .600 | .500 | .500 |
| 44 | **(11) 145GZB | T,B,Tr | 6-5 3/8 x6 | 250-2400 | 185-2000 | 817.0 | 6.00 | 630-1100 (BE) | W | In | I | Sil | 2.37 | 1.84 | 2.12 | 1.62 | .594 | .531 | .497 | .496 |
| 45 | (12) WAK | T,Tr,Ind | 6-6 1/4 x6 1/2 | 222-1600 | 206-1500 | 1197.0 | 5.20 | 892- 900 (BE) | W | In | I | Sil | 2.65 | 2.22 | 2.37 | 2.00 | .656 | .656 | .500 | .500 |
| 46 | **(11) WAKB | T,Tr,Ind | 6-6 1/4 x6 1/2 | 280-1800 | 255-1800 | 1197.0 | 5.20 | 1000-1000 (BE) | W | In | I | Sil | 2.65 | 2.22 | 2.37 | 2.00 | .656 | .656 | .500 | .500 |
| 47 | 135GK | T,B,Tr,M,Ind | 6-4 1/8 x5 | 134-2400 | 112-2000 | 426.0 | 6.25 | 325-1200 (BE) | D | In | I | Sil | 2.06 | 1.81 | | | .371 | .350 | .435 | .434 |
| 48 | 135GZ | T,B,Tr,M,Ind | 6-4 3/8 x5 | 143-2400 | 118-2000 | 451.0 | 6.30 | 348-1200 (BE) | N | In | I | Sil | 2.06 | 1.81 | | | .371 | .350 | .435 | .434 |
| 49 | ^**(12) NKRB | Ind | 6-7x8 1/4 | 316-1150 | 276-1050 | 1905.0 | 6.50 | 1520- 800 (BE) | W | In | I | Sil | 3.22 | 2.78 | 2.87 | 2.50 | .709 | .709 | .620 | .619 |
| 50 | ^(12) LRORB | Ind | 6-8 1/8 x8 1/2 | 432-1100 | 405-1000 | 2894.0 | 6.60 | 2260- 800 (BE) | W | Se | I | Sil | 3.50 | 3.00 | 3.25 | 2.75 | .750 | .840 | .562 | .562 |
| 51 | ^(12) LRZB | Ind | 6-9 3/8 x8 1/2 | 515-1200 | 482-1100 | 3520.0 | 6.10 | 2775- 600 (BE) | W | Se | I | Sil | 4.19 | 3.41 | 3.62 | 3.12 | .770 | .696 | .681 | .681 |
| 52 | VLRO8 | Ind | 12-8 1/8 x8 1/2 | 900-1200 | 867-1200 | 5788.0 | 6.75 | 4530- 800 (BE) | W | In | I | Sil | | | | | | | | |
| 53 | Willys L4-134 | C,Ind | 4-3 1/8 x4 3/8 | 60-4000 | | 134.2 | 6.48 | 105-2000 (BE) | N | In | L | CHS | 1.53 | 1.47 | 1.34 | 1.28 | .351 | .351 | .373 | .372 |
| 54 | F4-134 | C,T,Ind | 4-3 1/8 x4 3/8 | 72-4000 | | 134.2 | 6.90 | 114-2000 (BE) | N | In | F | (o) | 2.00 | 1.47 | 1.84 | 1.28 | .260 | .351 | .374 | .372 |
| 55 | L6-226 | C,T | 6-3 1/8 x4 3/8 | 105-3600 | | 226.2 | 6.86 | 190-1400 (BE) | N | In | L | Sil | 1.52 | 1.33 | 1.38 | 1.19 | .284 | .284 | .341 | .339 |
| 56 | 4-53 | T | 4-2 1/2 x2 1/2 | 16-3600 | 16-3600 | 53.5 | 6.50 | 30-2250 (BE) | D | In | I | CNS | 1.13 | 1.13 | 1.00 | 1.00 | .217 | .217 | .279 | .279 |
| 57 | Wisconsin VE-4 | Tr,Ind | 4-3x3 1/4 | 21.5-2400 | 21.5-2400 | 91.9 | 5.44 | 50-1700 (EA) | N | Se | L | Aus | 1.31 | 1.31 | 1.12 | 1.12 | .275 | .275 | .309 | .309 |
| 58 | VF-4 | Tr,Ind | 4-3 1/4 x3 1/4 | 25-2400 | 25-2400 | 107.7 | 5.07 | 57-1700 (EA) | N | Se | L | Aus | 1.31 | 1.31 | 1.12 | 1.12 | .275 | .275 | .309 | .309 |
| 59 | VH-4 | Ind | 4-3 1/4 x3 1/4 | 30-2800 | 30-2800 | 107.7 | 5.50 | 66-1700 (BE) | N | Se | L | Aus | 1.31 | 1.31 | 1.12 | 1.12 | .275 | .275 | .309 | .309 |
| 60 | VG4D | Ind | 4-3 1/2 x4 | 38-2200 | 38-2200 | 154.0 | 5.05 | 94-1500 (EA) | N | Se | L | St | 1.56 | 1.56 | 1.37 | 1.37 | .275 | .275 | .309 | .309 |
| 61 | VR4D | Ind | 4-4 1/4 x4 1/2 | 56.5-2200 | 56.5-2200 | 255.0 | 5.30 | 161-1300 (BE) | N | Se | L | St | 2.00 | 2.00 | 1.81 | 1.81 | .340 | .340 | .373 | .373 |
| 62 | Witte 98 | Ind | 1-5x5 | 12-1200 | 11.8-1200 | 98.2 | 5.60 | 52-1200 (BE) | W | In | I | Fec | 2.13 | 2.13 | 1.88 | 1.88 | .322 | .322 | .375 | .379 |
| 63 | C | Ind | 1-6x8 | 19.8- 750 | 19.4- 750 | 226.0 | 5.00 | 139- 750 (BE) | W | In | F | Fec | 2.56 | 2.56 | 2.25 | 2.25 | .531 | .531 | .438 | .438 |

**ABBREVIATIONS**

○—Stellite faced.
*—Weight complete with ignition and carburetor.
**—Intake, Moly Iron; exhaust, Stellite Steel.
+—With rotators.
■—Also available in reduction gear models.
▼—Also available in R.H. rotation.
▼▼—High output.
‡—Tocco hardened.
‡‡—Forked 23.7 oz.—Blade 22.4 oz.
♦—Weight per pair.
§—4 Rings used on Trucks and 5 on Coaches.
♣♣—5.20 for gasoline—6.00 for natural gas or butane.
#—Dual throat.
##—Cast Iron 315, Aluminum 250 lbs.
‡—Super-Charged engine.
○○—Weight of piston only.
^—Liquid petroleum gas engine.
♣—Intake, Steel; exhaust, Stellite Steel.
‡‡—Four barrel carburetor.
‡—Natural gas engine.
(2)—Two used.
(3)—Three used.
(4)—Four used.
(7)—Roller bearings.
(11)—Automotive power ratings.
(12)—Industrial power ratings.
(14)—Unilay Type 307 head, 3140 steel stem.
(a)—Main bearings.
(b)—Wristpins.
(c)—Connecting rods.
(d)—Camshaft.
(e)—Accessory drive.
(f)—Valve lifters or rocker arms and shafts.
(h)—Intake 30, Exhaust 45.
(i)—Cylinder walls.
(j)—Timken Cone 14138A, Cup 14276.
(k)—Intake 30, Exhaust 44.
(l)—Intake, 45; exhaust, 30.
(n)—Intake, 45; exhaust, 44.
(o)—Uniloy 21-12 (Type 307) with valve rotators on 473.
(p)—Hydraulic valve lifters and cylinder walls.
(q)—Tocco hardened journals on VT-346 and VTX-346 models.
(r)—Reverse gear.
(s)—Fan drive gear.
(t)—Tappets and valve mechanism.
(u)—Complete with SAE housing.
(v)—Intake, 45; exhaust, 43.
(x)—Sodium cooled.
(y)—Stellite faced, sodium cooled.
(z)—Intake 30, Exhaust 29.
A—Alloy.
AC—Aluminum or cast iron.
AI—Alloy Iron.
Al—Aluminum alloy.
Ala—Aluminum alloy, anodized.
Alb—Aluminum bronze.
Alg—Algas.
Als—Aluminum alloy with steel strut.
Alst—Aluminum alloy with steel strut, tin plated.
Alt—Aluminum alloy (Tin coated).
AS—Alloy steel.
Ata—Aluminum alloy, tin plated and anodized.
Atn—Aluminum alloy, tinplated and knurled.
Aus—Austenitic steel.
B—Buses.
Ba—Ball bearing.
BB—Ball & Ball.
BE—Bare engine.
Ben—Bendix.

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# TRACTOR, MARINE, OR INDUSTRIAL USE—*concluded*

| VALVES | | | | PISTONS | | | | CONNECTING RODS | | | CRANKSHAFT | | | | | | | CARBURETOR | | | OVERALL DIMENSIONS (In.) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Seats | | | | | | | | | | | | | | MAIN BEARINGS | | | | | | | | | | | |
| Angle (Deg.) | Inserts Used? | Insert Material (S.A.E. No.) | Camshaft Drive—Type | Material | Weight with Pins, Rings, Bushings (Oz.) | Piston Pin—Diameter and Length (In.) | Number of Rings per Piston | Material | Center to Center Length (In.) | Weight with Bushing and Cap (Oz.) | Material | Counter Balance Used | Crank-Pin Diameter and Length (In.) | Number | Diameter and Length (In.) Front | Diameter and Length (In.) Rear | Oil Pressure to— | Make | Size | Engines Weight without Carburetor or Ignition (Lb.) | Width | Height | Length | Clutch Housing (S.A.E. Nos.) | Line Number |
| 45 | E | CA | HG | Al | 49 | 1.25x3.68 | 4 | AS | $10\frac{7}{8}$ | $164\frac{1}{2}$ | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | acdr | Zen | $1\frac{3}{4}$ | 1750* | $31\frac{1}{4}$ | $35\frac{1}{4}$ | $58\frac{1}{2}$ | | 1 |
| 45 | E | CA | HG | Al | 49 | 1.25x3.68 | 4 | AS | $10\frac{7}{8}$ | $164\frac{1}{2}$ | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | acd | Str(2) | 2 | 1750* | $33\frac{1}{4}$ | $30\frac{1}{4}$ | $58\frac{1}{2}$ | | 2 |
| 45 | E | CA | HG | Al | 49 | 1.25x3.68 | 4 | AS | $10\frac{7}{8}$ | $164\frac{1}{2}$ | NS | Y | 2.75x2.25 | 4 | 3.25x2.25 | 3.25x2.25 | acd | Str(2) | 2 | 1750* | $33\frac{1}{4}$ | $30\frac{1}{4}$ | $58\frac{1}{2}$ | | 3 |
| 30 | N | | HG | Al | 29.5 | .75x2.80 | 3 | 3140 | $6\frac{3}{4}$ | 21 | 1045 | N | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.62 | acdeg | Zen | $1\frac{1}{4}$ | 410 | $22\frac{1}{16}$ | $21\frac{3}{4}$ | $32\frac{5}{8}$ | 6 | 4 |
| 45 | E | T-12 | Ch | Al | 328 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdeg | Zen(3) | $2\frac{1}{2}$ | 7500 | 45 | $64\frac{1}{4}$ | $100\frac{7}{8}$ | 00 | 5 |
| 45 | E | T-12 | Ch | Al | 328 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdeg | Zen(3) | $2\frac{1}{2}$ | 7500 | 45 | $64\frac{1}{4}$ | $100\frac{7}{8}$ | 00 | 6 |
| 45 | E | T-12 | Ch | Al | 328 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdeg | Zen(4) | $2\frac{1}{2}$ | 9900 | $44\frac{7}{8}$ | $61\frac{5}{8}$ | $142\frac{5}{8}$ | | 7 |
| 45 | E | T-12 | Ch | Al | 328 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdeg | Zen(4) | $2\frac{1}{2}$ | 9000 | 45 | $64\frac{1}{4}$ | $121\frac{5}{8}$ | 00 | 8 |
| 45 | E | T-12 | Ch | Al | 328 | 2.00x7.00 | 4 | CS | 18 | 416 | CNS | Y | 4.00x3.12 | 9 | 4.00x3.37 | 4.00x5.50 | abcdeg | Zen(4) | $2\frac{1}{2}$ | 9000 | 45 | $64\frac{1}{4}$ | $121\frac{5}{8}$ | 00 | 9 |
| 45 | E | T-12 | HG | Al | 91 | 1.43x4.37 | 5 | 1035 | $12\frac{1}{2}$ | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdeg | Zen(2) | $1\frac{3}{4}$ | 2300 | 33 | $41\frac{1}{2}$ | $59\frac{1}{2}$ | 1 | 10 |
| 45 | E | T-12 | HG | Al | 91 | 1.43x4.37 | 5 | 1035 | $12\frac{1}{2}$ | 113 | CNS | Y | 2.50x2.12 | 7 | 3.00x1.75 | 3.00x2.87 | abcdeg | Zen(2) | $1\frac{3}{4}$ | 1900 | 33 | $34\frac{1}{2}$ | $73\frac{5}{8}$ | | 11 |
| 45 | N | | HG | Alt | 14.1 | .750x2.63 | 3 | C1041 | $6\frac{3}{4}$ | 19 | C1046 | Y | 1.81x.875 | 4 | 3.06x1.03 | 3.06x1.50 | acdf | Car | $1\frac{1}{4}$ | 468 | $20\frac{1}{2}$ | 27 | $29\frac{5}{8}$ | | 12 |
| 45 | N | | HG | Alt | 21.6 | .875x2.87 | 3 | C1041 | $7\frac{1}{2}$ | 33.1 | C1046 | Y | 2.19x1.13 | 4 | 2.88x1.09 | 2.88x1.78 | acdf | Car | $1\frac{1}{4}$ | 625 | $21\frac{1}{4}$ | 29 | $33\frac{5}{8}$ | | 13 |
| 45 | N | | HG | Alt | 23.5 | .875x3.06 | 3 | C1141 | $6\frac{5}{8}$ | 23.7 | C1046 | Y | 2.00x.813 | 5 | 2.50x1.00 | 2.50x1.52 | acdf | Str | $1\frac{1}{2}$ | 710* | $25\frac{1}{4}$ | $28\frac{1}{4}$ | $29\frac{5}{8}$ | | 14 |
| 45 | N | | HG | Alt | 23.5 | .875x3.06 | 3 | C1141 | $6\frac{5}{8}$ | 23.7 | C1046 | Y | 2.00x.813 | 5 | 2.50x1.00 | 2.50x1.52 | acdf | Str | $1\frac{1}{2}$ | 725 | $25\frac{1}{4}$ | $28\frac{1}{4}$ | $29\frac{5}{8}$ | | 15 |
| 45 | N | | HG | Al | 15 | .750x2.56 | 4 | CS | $7\frac{1}{4}$ | 26 | CS | Y | 1.75x1.37 | 2 | 1.75x1.87 | 1.75x2.00 | acdg | Zen | $\frac{7}{8}$ | 300 | $20\frac{1}{4}$ | $22\frac{5}{8}$ | $28\frac{1}{4}$ | | 16 |
| 45 | N | | HG | Al | | .688x2.16 | 3 | CS | 6 | | CS | Y | 1.56x1.23 | 2 | 1.99x1.62 | 1.99x1.25 | acdgr | Zen | $\frac{7}{8}$ | 280 | $17\frac{1}{4}$ | 19 | $26\frac{1}{2}$ | | 17 |
| 45 | N | | HG | Al | | .688x2.16 | 3 | CS | 6 | | CS | Y | 1.56x1.23 | 2 | 1.99x1.62 | 1.99x1.25 | acdgr | Zen | $\frac{7}{8}$ | 348 | $17\frac{1}{4}$ | 19 | $35\frac{1}{2}$ | | 18 |
| 45 | N | | HG | Cl | 19 | .625x2.44 | 3 | CS | $7\frac{1}{2}$ | 22 | CS | N | 1.50x1.75 | 2 | 1.50x2.75 | 1.50x2.75 | acdg | Zen | 1 | 347 | $17\frac{1}{4}$ | $21\frac{1}{4}$ | $34\frac{1}{2}$ | | 19 |
| 30 | N | | HG | Al | 29.5 | .75x2.81 | 3 | 3140 | $6\frac{3}{4}$ | 21.0 | 4140 | | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.56 | acdg | Zen | $1\frac{1}{4}$ | | $24\frac{1}{2}$ | $21\frac{1}{4}$ | $31\frac{1}{2}$ | | 20 |
| 30 | N | | HG | Al | 29.5 | .750x2.81 | 3 | 3140 | $6\frac{3}{4}$ | 21.0 | 4140 | | 1.75x1.12 | 3 | 2.00x1.56 | 2.00x1.56 | acdg | Zen | $1\frac{1}{4}$ | 499 | $24\frac{1}{2}$ | $21\frac{1}{4}$ | $40\frac{1}{4}$ | | 21 |
| 45 | N | | HG | Al | 20 | .875x2.75 | 4 | Al | $8\frac{1}{2}$ | 30 | CS | N | 2.00x1.75 | 3 | 2.00x2.50 | 2.00x2.50 | acd | Zen | $1\frac{1}{4}$ | 524 | $18\frac{1}{2}$ | $25\frac{1}{4}$ | $39\frac{5}{8}$ | | 22 |
| 30 | N | | HG | Alt | 26 | .875x2.92 | 3 | 1035 | 7 | 26 | 1046‡ | N | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acdgr | Zen | $1\frac{1}{2}$ | 684* | $24\frac{1}{2}$ | $23\frac{5}{8}$ | $40\frac{5}{8}$ | | 23 |
| 30 | N | | HG | Alt | 26 | .875x2.92 | 3 | 1035 | 7 | 26 | 1046‡ | Y | 2.00x1.25 | 7 | 2.50x1.31 | 2.50x1.93 | acgr | Zen | $1\frac{1}{2}$ | 698* | $24\frac{1}{2}$ | $23\frac{5}{8}$ | $40\frac{5}{8}$ | | 24 |
| 30 | N | | HG | Alt | | 1.12x3.44 | 4 | 1035 | 8 | 39.2 | 1046‡ | Y | 2.00x1.50 | 7 | 2.50x1.12 | 2.50x1.31 | acr | Zen | $1\frac{3}{4}$ | 840 | 25 | $25\frac{1}{4}$ | $45\frac{5}{8}$ | | 25 |
| 30 | N | | HG | Alt | | 1.12x3.44 | 4 | 1035 | 8 | 39.2 | 1046‡ | Y | 2.00x1.50 | 7 | 2.50x2.12 | 2.50x1.31 | acr | Zen | | 840 | 25 | $25\frac{1}{4}$ | $45\frac{5}{8}$ | | 26 |
| 45 | N | | HG | Al | | .625x2.12 | 4 | 1045 | 6 | 14 | 1045 | N | 1.56x1.25 | 2 | ND1207 | ND1207 | ad | Op | $\frac{5}{8}$ | 195 | $14\frac{1}{2}$ | $20\frac{1}{2}$ | $21\frac{1}{2}$ | 6 | 27 |
| 45 | E | CA | HG | Cl | | .875x2.75 | 3 | 1045 | $7\frac{1}{4}$ | 29 | 1045 | N | 1.75x1.06 | 3 | 2.12x1.18 | 2.12x1.43 | abcdg | Op | $\frac{3}{4}$ | 290 | 19 | $29\frac{1}{4}$ | $27\frac{1}{4}$ | 5 | 28 |
| $44\frac{1}{2}$ | N | | HG | Al | | 1.25x2.75 | 4 | 1045 | $6\frac{3}{4}$ | $31\frac{1}{2}$ | 1045 | Y | 2.25x1.38 | 3 | 2.25x1.63 | 2.25x1.63 | acdg | Op | 1 | 450 | 19 | $27\frac{3}{4}$ | $30\frac{7}{8}$ | 4 | 29 |
| 45 | E | CA | HG | Cl | | 1.12x3.03 | 4 | 1045 | $8\frac{3}{4}$ | 46 | 1045 | N | 2.00x1.50 | 3 | 2.00x1.88 | 2.00x2.50 | abcdg | Op | 1 | 385 | 19 | $26\frac{3}{4}$ | $32\frac{5}{8}$ | 5 | 30 |
| 45 | N | | HG | Al | | 1.25x2.75 | 4 | 1045 | $6\frac{3}{4}$ | | 1045 | Y | 2.00x1.38 | 4 | 2.25x1.63 | 2.25x1.63 | abcdfg | Op | 1 | 740 | 22 | 29 | $40\frac{1}{4}$ | 3 | 31 |
| $44\frac{1}{2}$ | N | | HG | Cl | | 1.25x3.00 | 4 | 1045 | $6\frac{3}{4}$ | | 1045 | N | 2.25x1.37 | 4 | 2.63x1.88 | 2.63x1.75 | abcdfg | Op | 1 | 690 | 22 | 29 | $42\frac{5}{8}$ | 3 | 32 |
| $44\frac{1}{2}$ | E | CA | HG | Al | | 1.25x3.43 | 4 | 1045 | $6\frac{3}{4}$ | | 1045 | N | 2.62x1.38 | 4 | 2.63x1.88 | 2.63x1.75 | abcdfg | Op | $1\frac{3}{4}$ | 800 | 22 | $30\frac{1}{4}$ | 43 | 3 | 33 |
| $44\frac{1}{2}$ | E | CA | HG | Al | | 1.25x3.44 | 4 | 1045 | $6\frac{3}{4}$ | $47\frac{1}{4}$ | 1045 | Y | 2.62x1.38 | 4 | 2.63x1.88 | 2.63x1.75 | abcdfg | Op | $1\frac{3}{4}$ | 775 | 26 | $30\frac{1}{4}$ | $43\frac{7}{8}$ | 3 | 34 |
| 45 | E | CA | HG | Al | | 1.00x4.00 | 4 | 1045 | $8\frac{3}{4}$ | 48 | 1045 | N | 2.25x1.50 | 7 | 2.63x1.63 | 2.63x2.75 | abcdg | Op | $1\frac{3}{4}$ | 920 | $20\frac{1}{2}$ | 34 | $43\frac{5}{8}$ | 3 | 35 |
| $44\frac{1}{2}$ | E | St | HG | Al | | 1.50x3.63 | 4 | 1045 | $9\frac{1}{2}$ | | 1045 | Y | 3.00x1.62 | 7 | 3.25x1.90 | 3.25x2.50 | abcdfg | Op | $1\frac{3}{4}$ | 1325 | 26 | $37\frac{1}{2}$ | $46\frac{7}{8}$ | 3 | 36 |
| 45 | E | St | HG | Al | | 1.50x3.62 | 4 | 1045 | $9\frac{1}{2}$ | | 1045 | Y | 3.00x1.62 | 7 | 3.25x1.90 | 3.25x2.50 | abcdfg | Op | $1\frac{3}{4}$ | 1325 | 26 | $37\frac{1}{2}$ | $48\frac{1}{4}$ | 3 | 37 |
| (h) | E | CA | HG | Al | | 1.37x3.87 | 5 | 1045 | $10\frac{1}{4}$ | 85 | 1045 | N | 2.62x2.00 | 7 | 3.25x1.59 | 3.25x3.00 | abcdfg | Op | $1\frac{3}{4}$ | 1390 | $23\frac{5}{8}$ | $41\frac{3}{4}$ | $50\frac{5}{8}$ | 3 | 38 |
| (h) | E | St | HG | Al | | 1.37x3.87 | 4 | 1045 | $10\frac{1}{4}$ | 85 | C1046 | Y | 2.62x2.00 | 7 | 3.25x1.59 | 3.25x3.00 | abcdfg | Op | $1\frac{3}{4}$ | 1495 | $23\frac{5}{8}$ | $41\frac{3}{4}$ | $50\frac{5}{8}$ | 3 | 39 |
| (h) | E | CA | HG | Al | | 1.37x3.87 | 4 | 1045 | $10\frac{1}{4}$ | 85 | 1045 | N | 2.62x2.00 | 7 | 3.25x1.59 | 3.25x3.00 | abcdfg | Op | $1\frac{3}{4}$ | 1390 | $23\frac{5}{8}$ | $41\frac{3}{4}$ | $50\frac{5}{8}$ | 3 | 40 |
| (h) | E | St | HG | Al | | 1.38x3.88 | 4 | 1045 | $10\frac{1}{4}$ | 85 | C1046 | Y | 2.62x2.00 | 7 | 3.25x1.59 | 3.25x3.00 | abcdfg | Op | $1\frac{3}{4}$ | 1390 | $23\frac{5}{8}$ | $41\frac{3}{4}$ | $50\frac{5}{8}$ | 3 | 41 |
| (h) | E | CA | HG | Al | | 1.62x4.87 | 5 | 1045 | $11\frac{3}{4}$ | 133 | 1045 | N | 3.00x2.25 | 7 | 3.50x2.00 | 3.50x3.50 | abcdfg | Op | 2 | 1810 | $25\frac{1}{4}$ | $47\frac{7}{8}$ | $55\frac{1}{4}$ | 2 | 42 |
| (h) | E | St | HG | Al | | 1.62x4.87 | 4 | 1045 | $11\frac{3}{4}$ | 133 | C1046 | Y | 3.00x2.25 | 7 | 3.50x2.00 | 3.50x3.50 | abcdfg | Op | 2 | 1810 | $25\frac{1}{4}$ | $46\frac{3}{4}$ | $57\frac{1}{2}$ | 2 | 43 |
| (h) | E | St | HG | Al | | 1.62x4.50 | 4 | 1045 | $11\frac{3}{4}$ | 133 | 1045 | Y | 3.00x2.25 | 7 | 3.50x2.00 | 3.50x3.50 | abcdfg | Op | 2 | 1810 | $25\frac{1}{4}$ | $46\frac{3}{4}$ | $57\frac{1}{2}$ | 2 | 44 |
| (h) | E | CA | HG | Cl | | 1.87x5.50 | 4 | 1045 | $13\frac{1}{4}$ | 195 | 1045 | N | 3.37x2.37 | 7 | 4.00x2.19 | 4.00x3.25 | abcdfg | Op | 2 | 3050 | $30\frac{5}{8}$ | $50\frac{7}{8}$ | $65\frac{5}{8}$ | 0 | 45 |
| (h) | E | St | HG | Al | | 1.87x5.50 | 4 | 1045 | $13\frac{1}{4}$ | 195 | 1045 | Y | 3.37x2.37 | 7 | 4.00x2.19 | 4.00x3.25 | abcdfg | Op | 2 | 3050 | $30\frac{5}{8}$ | $50\frac{7}{8}$ | $65\frac{5}{8}$ | 0 | 46 |
| 45 | E | St | HG | Al | | 1.50x3.63 | 4 | 1045 | $9\frac{1}{2}$ | | 1045 | | 3.00x1.62 | 7 | 3.25x1.91 | 3.25x2.50 | abcdfg | Op | $1\frac{3}{4}$ | 1325 | 26 | $37\frac{1}{2}$ | $46\frac{7}{8}$ | 3 | 47 |
| 45 | E | St | HG | Al | | 1.50x3.63 | 4 | 1045 | $9\frac{1}{2}$ | | 1045 | | 3.00x1.62 | 7 | 3.25x1.90 | 3.25x2.50 | abcdfg | Op | $1\frac{3}{4}$ | 1325 | 26 | $37\frac{1}{2}$ | $48\frac{1}{4}$ | 3 | 48 |
| (h) | E | CA | HG | Cl | | 2.50x6.03 | 4 | 1045 | $15\frac{5}{8}$ | | 1045 | Y | 4.37x2.75 | 7 | 5.25x3.44 | 5.25x5.56 | abcdfg | Op | $2\frac{1}{2}$ | 5900 | 42 | $60\frac{1}{16}$ | $82\frac{1}{2}$ | 00 | 49 |
| 30 | E | CA | HG | Cl | | 2.25x7.75 | 5 | 1045 | $18\frac{3}{4}$ | 474 | 1045 | Y | 4.00x3.75 | 7 | 4.25x4.81 | 4.25x5.50 | abcdfg | Op | $2\frac{1}{2}$ | 9940 | $48\frac{1}{2}$ | 65 | $95\frac{1}{4}$ | 00 | 50 |
| (h) | E | CA | HG | Cl | | 3.00x8.25 | 5 | 1045 | $21\frac{3}{8}$ | | 1045 | Y | 5.00x3.75 | 7 | 5.50x4.75 | 5.50x5.50 | abcdfg | Op | 4 | 11250 | $48\frac{1}{2}$ | 72 | $98\frac{3}{8}$ | 00 | 51 |
| | Bo | St | HG | Al | | 3.00x7.00 | 5 | 4145 | 18 | | 1046 | | 5.75x3.06 | 7 | 6.25x4.75 | 6.25x4.75 | abcdefg | | 4 | 15000 | 67 | $75\frac{1}{2}$ | 130 | 00 | 52 |
| 45 | N | | HG | Alt | 19 | .812x2.78 | 3 | 1141 | $9\frac{7}{8}$ | 32.0 | 1040 | Y | 1.94x1.31 | 3 | 2.33x1.64 | 2.33x1.66 | acdg | Car | $1\frac{1}{4}$ | 344 | 19 | $26\frac{3}{4}$ | $26\frac{1}{4}$ | 5 | 53 |
| 45 | N | | HG | Alt | 19 | .812x2.78 | 3 | 1141 | $9\frac{7}{8}$ | 32.0 | 1040 | Y | 1.94x1.31 | 3 | 2.33x1.64 | 2.33x1.66 | acdfg | Car | $1\frac{1}{4}$ | 390 | $19\frac{1}{2}$ | $30\frac{1}{4}$ | 26 | 5 | 54 |
| (h) | N | | Ch | Alt | 20.9 | .859x2.78 | 4 | 1035 | 7 | 29.6 | 1045 | | 2.06x1.53 | 4 | 2.38x1.06 | 2.38x1.32 | acdg | Car | $1\frac{1}{4}$ | 558^ | $25\frac{5}{8}$ | 33 | $40\frac{1}{4}$ | | 55 |
| 45 | Bo | Nir | Ch | Alt | 36.0 | .625x2.46 | 3 | 1030 | $3\frac{11}{16}$ | 14.2 | 4140 | | 1.25x.875 | 2 | 1.50x1.03 | 2.25x1.19 | acdf | Til | $1\frac{1}{8}$ | 128 | 20 | 15 | 22 | | 56 |
| 45 | Bo | MI | HG | Al | 14.6 | .750x2.56 | 4 | 1035 | $8\frac{3}{8}$ | 22 | 1045 | N | 1.75x1.12 | 2 | Timken | Timken | PJ | Zen | $\frac{7}{8}$ | 295* | $21\frac{1}{2}$ | $28\frac{7}{8}$ | $25\frac{5}{8}$ | | 57 |
| 45 | Bo | MI | HG | Al | 16.1 | .750x2.56 | 4 | 1035 | $8\frac{3}{8}$ | 22 | 1045 | N | 1.75x1.12 | 2 | Timken | Timken | PJ | Zen | $\frac{7}{8}$ | 295* | $21\frac{1}{2}$ | $28\frac{7}{8}$ | $25\frac{5}{8}$ | | 58 |
| 45 | Bo | MI | HG | Al | 16.0 | .750x2.55 | 4 | 1035 | $8\frac{3}{8}$ | 20.5 | 1045 | Y | 1.88x1.13 | 2 | Timken | Timken | PJ | MaS | $\frac{7}{8}$ | 310* | $21\frac{1}{2}$ | $27\frac{1}{2}$ | $25\frac{5}{8}$ | | 59 |
| 45 | Bo | ** | HG | Al | 22.5 | .937x2.75 | 4 | 1035 | $8\frac{3}{8}$ | 30.7 | 1045 | Y | 2.13x1.31 | 2 | Timken | Timken | PJ | MaS | 1 | 410* | 24 | 29 | $28\frac{1}{8}$ | | 60 |
| 45 | Bo | ** | HG | Al | 36.0 | 1.25x3.40 | 4 | 1035 | $9\frac{1}{2}$ | 47.6 | 1045 | Y | 2.75x1.38 | 2 | Timken | Timken | PJ | Zen | $1\frac{1}{4}$ | 775* | 28 | $37\frac{1}{2}$ | $31\frac{5}{8}$ | | 61 |
| 45 | Bo | Al | G | Al | 94.1 | 1.50x4.38 | 4 | 1035 | 10 | 102.5 | 1046 | | 2.25x2.38 | 2 | TRB | TRB | Splash | Til | 1 | 655 | $31\frac{1}{2}$ | $35\frac{1}{2}$ | $33\frac{1}{4}$ | 6 | 62 |
| 45 | Bo | CAI | SG | Cl | | 1.81x5.09 | 6 | 1045 | 18 | | 1045 | | 2.88x3.00 | 2 | 2.50x | 2.50x | f | Own | $1\frac{7}{8}$ | | $46\frac{1}{2}$ | $48\frac{5}{8}$ | $56\frac{1}{4}$ | 5 | 63 |

**Bo**—Used in both intake and exhaust seats.
**C**—Cars.
**CA**—Cast alloy.
**CAI**—Cast alloy iron.
**Car**—Carter Carburetor Corp.
**Cen**—Century.
**Ch**—Chain.
**CHS**—Chrome nickel silicon steel.
**Cl**—Cast iron.
**CIA**—Cast iron, anodized.
**CMS**—Carbon manganese steel.
**CMT**—Chromium tungsten steel.
**CNS**—Chrome nickel steel.
**CS**—Carbon steel.
**C-Z**—Carter or Zenith.
**D**—Dry liners.
**DC**—Durachrome castings.
**DFS**—Drop forged steel.
**Duc**—Durachrome.
**Dur**—Duraluminum.
**E**—Used on exhaust valve seats.
**EA**—Engine with standard accessories.
**Eat**—Eatonite.
**EFS**—Electric furnace steel.
**Ens**—Ensign.
**E-S**—Eatonite or stellite steel.
**F**—F-head.
**Fe**—Ferchrome.
**G**—Gear.
**HAS**—High alloy steel.
**HC**—Helical gear and chain.
**HFA**—Hard facing alloy.
**HG**—Helical gear.
**HI**—Hard iron.
**Hol**—Holley Carburetor Co.
**Hyd**—Hydraulic valve lifters
**I**—In head (Valves).
**In**—Integral.
**Ind**—Industrial.
**Jad**—Jadson.
**L**—Valves at side (L-Head).
**M**—Marine.
**MA**—Manganese alloy.
**MaS**—Marvel-Schebler Carburetor Div.
**MCS**—Molybdenum chrome steel.
**MI**—Moly Iron.
**MS**—Manganese steel.
**M-Z**—Marvel-Schebler or Zenith.
**N**—No or none.
**NI**—Nodular iron.
**Nif**—Nifferrite.
**Nir**—Ni-Resist.
**NS**—Nickel steel.
**Op**—Optional.
**PJ**—Pump jet.
**RB**—Roller bearing.
**R-P**—Rochester Products.
**SA**—Special alloy.
**SAC**—Super alloy casting.
**Se**—Separate.
**SF**—Steel forging.
**SG**—Spur gear.
**Sil**—Silichrome steel.
**Spec**—Special.
**SS**—Semi-steel.
**St**—Stellite steel.
**Ste**—Steel.
**Str**—Stromberg-Elmira Div.
**T-12**—Thompson Products No. 12.
**T**—Trucks.
**TA**—Tungsten alloy.
**TCA**—Tungsten cobalt alloy.
**Til**—Tillotson Mfg. Co.
**TP**—Thompson Products.
**Tr**—Tractors.
**TRB**—Tapered roller bearings.
**W**—Wet liners.
**WM**—Wausau cast Moly No. 1.
**Y**—Yes.
**Zen**—Zenith Carburetor Div.

***For Directory of the Engine Manufacturers listed above, see Table of Contents***

# DIESEL ENGINES \ 1958

## TRUCKS • BUSES • TRACTORS

| Line Number | Engine Make and Model | Built Under License from | Designed for | Type | Number of Cylinders Bore and Stroke (In.) | Cylinder Liners—Type | Cycle | Piston Displacement (Cu. In.) | With Bare Engine: Maximum Brake Hp. at Specified R.P.M. | With Standard Accessories: Max. Intermittent Hp. at Specified R.P.M. | With Standard Accessories: Continuous Sustained Hp. at Specified R.P.M. | Compression Ratio—to 1 | Max. Combustion Pressure (Lb. per Sq. In.) | B.M.E.P. at Continuous Hp. (Lb. per Sq. In.) | Weight per Continuous Hp. (Lb.) | Max. Torque in Lb. Ft. at Specified R.P.M. | Shipping Weight (Lb.): Automotive or Industrial | Shipping Weight (Lb.): Marine | Valves: Arrangement | Valves: Intake Port Diameter and Lift (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Allis-Chalmers 2BD-77 | Own | I | EC | 2-4 7/8 x4 1/2 | W | 4 | 77 | 17-2000 | 13-1800 | 11.5-1800 | 15.30 | 725 | 65.7 | 52.2 | 49-1400 | 600 | | VI | 1 3/4 - .429 |
| 2 | 4DA-153 | Own | Tr,I | EC | 4-3 7/8 x4 1/2 | W | 4 | 153 | 37-2000 | 29-2000 | 26-2000 | 15.00 | 725 | 67.3 | 27.3 | 111-1250 | 710 | | VI | 1.38 - .329 |
| 3 | 4DA-182 | Own | Tr,I | EC | 4-4 1/8 x4 1/2 | N | 4 | 182 | 50-2000 | 38-2000 | 34-2000 | 15.00 | 725 | 74.0 | | 138-1500 | | | VI | 1 3/4 - .429 |
| 4 | 6DA-230 | Own | Tr,I | EC | 6-3 7/8 x4 1/2 | W | 4 | 230 | 55-2000 | 45-2000 | 40-2000 | 15.00 | 725 | 68.9 | 21.0 | 166-1250 | 840 | | VI | 1.38 - .329 |
| 5 | 6DA-273 | Own | T | EC | 6-3 7/8 x4 1/2 | N | 4 | 273 | 74-2100 | 58-2000 | 51-2000 | 14.20 | 825 | 74.0 | 16.3 | 204-1400 | 830 | | VI | 1.53 - .439 |
| 6 | 6DA-779 | Own | T,Tr | EC | 6-5 1/4 x6 | W | 4 | 779 | 187-2100 | 142-1800 | 122-1800 | 14.20 | 725 | 68.9 | | 560-1400 | | | VI | 2.00 - .540 |
| 7 | 6DA-844 | Own | T,Tr,I | EC | 6-5 1/4 x6 1/2 | W | 4 | 844 | 215-2100 | 167-1800 | 147-1800 | 14.2 | 725 | 76.6 | 19.4 | 640-1500 | 2850 | | VI | 2.00 - .580 |
| 8 | 6DAS-844 | Own | T,B,Tr,I | EC | 6-5 1/4 x6 1/2 | W | 4 | 844 | 280-2100 | 215-1800 | 180-1800 | 12.8 | 725 | 93.8 | | 780-1500 | | | VI | 2.00 - .540 |
| 9 | 6DA-970 | Own | I | EC | 6-5 5/8 x6 1/2 | W | 4 | 970 | 240-2000 | 215-1900 | 178-1600 | 14.00 | 725 | 90.8 | 23.6 | 752-1200 | 4200 | | VI | 2.25 - .546 |
| 10 | 8DA-1125 | Own | T,R,I | EC | 8-5 1/4 x6 1/2 | W | 4 | 1125 | 285-2100 | 210-1800 | 198-1800 | 14.2 | 725 | 77.4 | | 830-1300 | | | VI | 2.00 - .540 |
| 11 | 8DAS-1125 | Own | T,Tr,I | EC | 8-5 1/4 x6 1/2 | W | 4 | 1125 | 350-2100 | 255-1800 | 210-1800 | 12.8 | 725 | 82.1 | | 980-1400 | | | VI | 2.00 - .540 |
| 12 | 6DCB-1879 | Own | R,I | EC | 6-6 3/4 x8 3/4 | W | 4 | 1879 | 282-1300 | 232-1200 | 208-1200 | 13.00 | 725 | 73.1 | 33.4 | 1400- 800 | 6950 | | VI | 2.50 - .687 |
| 13 | 6DCS-1879 | Own | I | EC | 6-6 3/4 x8 3/4 | W | 4 | 1879 | 340-1300 | 290-1200 | 265-1200 | | 725 | 93.1 | | 1580- 700 | | | VI | 2.50 - .687 |
| 14 | 8DC-2505 | Own | I | EC | 8-6 3/4 x8 3/4 | W | 4 | 2505 | 388-1300 | 312-1200 | 285-1200 | 13.00 | 825 | 69.8 | 37.0 | 1900- 800 | 9800 | | VI | 2.50 - .687 |
| 15 | 8DCS-2505 | Own | I | EC | 8-6 3/4 x8 3/4 | W | 4 | 2505 | 516-1300 | 400-1200 | 350-1200 | 13.00 | 875 | 92.2 | 30.0 | 2390- 800 | 10500 | | VI | 2.50 - .687 |
| 16 | 6DAMR-273 | Own | M | EC | 6-3 7/8 x4 1/2 | N | 4 | 273 | | 85-2800 | 57-2000 | 14.20 | 825 | 82.7 | | 204-1400 | | | VI | 1.53 - .439 |
| 17 | 6DAMR-779 | Own | M | EC | 6-5 1/4 x6 | W | 4 | 779 | | 168-2000 | 148-1800 | 14.20 | 725 | 83.6 | | 560-1400 | | | VI | 2.00 - .540 |
| 18 | 6DAMR-844 | Own | M | EC | 6-5 1/4 x6 1/2 | W | 4 | 844 | | 215-2000 | 165-1800 | 14.20 | 725 | 86 | | 640-1500 | | | VI | 2.00 - .580 |
| 19 | 6DASMR-844 | Own | M | EC | 6-5 1/4 x6 1/2 | W | 4 | 844 | | 245-1950 | 200-1800 | 12.80 | 725 | 104 | | 780-1500 | | | VI | 2.00 - .540 |
| 20 | 8DAMR-1125 | Own | M | EC | 8-5 1/4 x6 1/2 | W | 4 | 1125 | | 243-1950 | 206-1800 | 14.20 | 725 | 80.6 | | 830-1300 | | | VI | 2.00 - .540 |
| 21 | 8DATMR-1125 | Own | M | EC | 8-5 1/4 x6 1/2 | W | 4 | 1125 | | 300-1900 | 255-1600 | 12.80 | | 112 | | | | | VI | 2.00 - .540 |
| 22 | 6DCBMR-1879 | Own | M | EC | 6-6 3/4 x8 3/4 | W | 4 | 1879 | | 262-1200 | 235-1200 | 13.00 | 725 | 82.5 | | 1400- 800 | | | VI | 2.50 - .687 |
| 23 | 8DCMR-2505 | Own | M | EC | 8-6 3/4 x8 3/4 | W | 4 | 2505 | | 350-1200 | 306-1200 | 13.00 | 825 | 80.6 | 40.4 | 1900- 800 | | 12350 | VI | 2.50 - .687 |
| 24 | 8DCSMR-2505 | Own | M | EC | 8-6 3/4 x8 3/4 | W | 4 | 2505 | | 445-1200 | 400-1200 | 13.00 | 875 | 105.4 | 32.5 | 2390- 800 | | 13000 | VI | 2.50 - .687 |
| 25 | 4DI-344 | Own | I | TC | 4-4 1/8 x5 1/2 | W | 4 | 344 | 88-1800 | 68-1800 | 64-1800 | 14.90 | | 82.2 | | 280-1000 | | | VI | 1.69 - .429 |
| 26 | 6DI-516 | Own | I | TC | 6-4 1/8 x5 1/2 | W | 4 | 516 | 131.5-1800 | 106-1800 | 90.5-1800 | 14.45 | | 77.1 | | 402-1200 | | | VI | 1.69 - .429 |
| 27 | American Marc. AC-1 | | Tr,M,I | PC | 1-3 1/2 x3 5/8 | N | | 34.8 | 6.5-1800 | 7.0-2000 | 6.0-1800 | 20.00 | 950 | 76.0 | 36.7 | 19-1800 | 220 | 220 | | 1.25 - .264 |
| 28 | AC-2 | | Tr,M,I | PC | 2-3 1/2 x3 5/8 | N | | 72.2 | 14-1800 | 15-2100 | 14-1800 | 20.00 | 950 | 76.0 | 25.0 | 36-1800 | 350 | 350 | VI | 1.25 - .264 |
| 29 | Atlas 45 | | I,M | DI | 4-9x10 1/2 | W | 4 | 2672 | | | 192- 750 | 14.00 | 850 | 76 | 68.0a | | 13000 | 15100 | HI | 3.25 - .875 |
| 30 | 45 | | I,M | DI | 5-9x10 1/2 | W | 4 | 3340 | | | 242- 750 | 14.00 | 850 | 76 | 58.0a | | 14000 | 16100 | HI | 3.25 - .875 |
| 31 | 45 | | I,M | DI | 6-9x10 1/2 | W | 4 | 4008 | | | 290- 750 | 14.00 | 850 | 76 | 59.0a | | 17100 | 20000 | HI | 3.25 - .875 |
| 32 | *45 | | I,M | DI | 6-9x10 1/2 | W | 4 | 4008 | | | 435- 750 | 13.00 | 900 | 115 | 42.5a | | 18500 | 20800 | HI | 3.25 - .875 |
| 33 | 45 | | I,M | DI | 8-9x10 1/2 | W | 4 | 5344 | | | 385- 750 | 14.00 | 850 | 76 | 56.1a | | 21600 | 24500 | HI | 3.25 - .875 |
| 34 | *45 | | I,M | DI | 8-9x10 1/2 | W | 4 | 5344 | | | 580- 750 | 13.00 | 900 | 115 | 39.3a | | 22800 | 25600 | HI | 3.25 - .875 |
| 35 | 35-S-4 | Own | I,M | DI | 4-6 1/2 x8 1/4 | W | 4 | 1099 | | | 300-1225 | 14.60 | | 78 | 20.0a | | 6000 | 10900 | VI | 2.44 - |
| 36 | 35-S-6 | Own | I,M,R | DI | 6-6 1/2 x8 1/4 | W | 4 | 1643 | | | 300-1225 | 14.60 | | 78 | 25.0a | | 8500 | 10900 | VI | 2.44 - |
| 37 | 35-SX-6 | Own | I,M,R | DI | 6-6 1/2 x8 1/4 | W | 4 | 1643 | | | 300-1225 | 13.15 | | 120 | 30.0a | | 9000 | 10900 | VI | 2.44 - |
| 38 | Caterpillar D-311 | Own | Tr,M,I | PC | 4-4x5 | W | 4 | 252 | 65-2000 | 52-2000 | 40-1800 | 18.50 | | 70 | 45.0 | 165-1400 | 1800 | 2410 | VI | 1.66 - .421 |
| 39 | D-315 | Own | Tr,M,I | PC | 4-4 1/2 x5 1/2 | W | 4 | 350 | 91.5-2000 | 71-2000 | 54-1800 | 18.00 | | 68 | 41.0 | 238-1200 | 2200 | 2710 | VI | 2.03 - .434 |
| 40 | D-315G(T) | Own | I | PC | 4-4 1/2 x5 1/2 | W | 4 | 350 | 115-2000 | 100-2000 | 75-1800 | 18.00 | | 94 | 26.5 | 315-1400 | 1985 | | VI | 2.03 - .434 |
| 41 | D-318 | Own | Tr,M,I | PC | 6-4 1/2 x5 1/2 | W | 4 | 525 | 137-2000 | 107-2000 | 81-1800 | 18.00 | | 68 | 34.3 | 350-1200 | 2770 | 3385 | VI | 2.03 - .434 |
| 42 | D-318G(T) | Own | I | PC | 6-4 1/2 x5 1/2 | W | 4 | 525 | 175-2000 | 150-2000 | 112-1800 | 18.00 | | 94 | 21.9 | 472-1400 | 2450 | | VI | 2.03 - .434 |
| 43 | D-326F | Own | Tr,M,I | PC | 6-5 1/4 x6 1/2 | W | 4 | 805 | 200-2000 | 176.5-2000 | 131.5-1800 | 17.25 | | 72 | 27.0 | 604-1200 | 3550 | 4470 | VI | 2.13 - .510 |
| 44 | D-337F | Own | Tr,M,I,R | PC | 6-5 1/4 x6 1/2 | W | 4 | 805 | 310-2000 | 265-2000 | 180.5-1800 | 17.25 | | 99 | 20.5 | 815-1400 | 3700 | 4830 | VI | 2.13 - .510 |
| 45 | D-339 | Own | Tr,M,I | PC | 4-5 1/2 x8 | W | 4 | 831 | 140-1200 | 119-1200 | 93-1200 | 15.70 | | 74 | 40.9 | 600- 800 | 3800 | | VI | 2.06 - .468 |
| 46 | D-342 | Own | Tr,M,I | PC | 6-5 1/2 x8 | W | 4 | 1246 | 225-1300 | 193-1300 | 146.5-1200 | 15.70 | | 77.5 | 35.1 | 905- 800 | 5140 | 6905 | VI | 2.06 - .468 |
| 47 | D-353C(T) | Own | Tr,M,I,R | PC | 6-6 1/4 x8 | W | 4 | 1473 | 380-1300 | 314.5-1300 | 270-1200 | 15.30 | | 121 | 23.1 | 1600- 900 | 6230 | | VI | 2.28 - .586 |
| 48 | D-375NA | Own | M,I,R | PC | 8-5 1/2 x8 | W | 4 | 1662 | | 254-1300 | 220-1200 | 16.00 | | 87 | 38.4 | 1220- 900 | 8150 | 11270 | VI | 2.34 - .589 |
| 49 | D-375RB | Own | M,I,R | PC | 8-5 1/2 x8 | W | 4 | 1662 | | 328-1300 | 283-1200 | 16.00 | | 112 | 29.4 | 1630- 830 | 8870 | 11450 | VI | 2.34 - .589 |
| 50 | D-375D(T) | Own | M,I,R | PC | 8-5 1/2 x8 | W | 4 | 1662 | 430-1300 | 361-1300 | 307-1200 | 16.00 | | 122 | 28.2 | 1860- 830 | 8650 | 11285 | VI | 2.34 - .589 |
| 51 | D-375 | Own | I | | 8-5 1/2 x8 | W | 4 | 1662 | | | 267-1200 | 10.00 | | 101 | 30.5 | | 8150 | | VI | 2.34 - .589 |
| 52 | D-397NA | Own | M,I,R | PC | 12-5 1/2 x8 | W | 4 | 2493 | | 388-1300 | 334-1200 | 16.00 | | 95 | 32.4 | 1865- 800 | 10700 | 14060 | VI | 2.34 - .589 |
| 53 | D-397RB | Own | M,I,R | PC | 12-5 1/2 x8 | W | 4 | 2493 | | 493-1300 | 430-1200 | 16.00 | | 114 | 25.0 | 2400- 800 | 11200 | 16050 | VI | 2.34 - .589 |
| 54 | D-397D(T) | Own | M,I,R | PC | 12-5 1/2 x8 | W | 4 | 2493 | 650-1300 | 548-1300 | 479-1200 | 16.00 | | 113 | 23.5 | 2640- 900 | 11250 | 16250 | VI | 2.34 - .589 |
| 55 | D-397 | Own | I | | 12-5 1/2 x8 | W | 4 | 2493 | | | 380-1200 | 10.00 | | 101 | 28.2 | 1960- 700 | 10700 | | VI | 2.34 - .589 |
| 56 | Continental GD-157 | Own | I,M | TC | 4 3/8 x4 5/8 | W | 4 | 157 | 39-2000 | | | 15.5 | | | | 113-1200 | 605 | | VI | 1.18 - .375 |
| 57 | HD-243 | Own | I | TC | 4-3 1/8 x5 1/2 | W | 4 | 243 | 54.7-2000 | | | 15 | | | | 178-1200 | 840 | | VI | 1.37 - .325 |
| 58 | HD-260 | Own | I | TC | 4-3 7/8 x5 1/2 | W | 4 | 260 | 59.3-2000 | | | 15 | | | | 188-1100 | 840 | | VI | 1.37 - .325 |
| 59 | TD-427 | Own | I | TC | 6-4 1/8 x4 7/8 | N | 4 | 427 | 106.5-2000 | | | 14.5 | | | | 310-1200 | 1300 | | VI | 1.71 - .437 |
| 60 | RD-572 | Own | I,M | TC | 6-4 1/8 x5 5/8 | D | 4 | 572 | 154-2000 | | | 14.5 | | | | 426-1300 | 1845 | | VI | 1.87 - .546 |
| 61 | TD-6427 | Own | T,B,Tr | TC | 6-4 1/8 x4 7/8 | N | 4 | 427 | 116-2400 | | | 14.5 | | | | 307-1200 | 1270 | | VI | 1.71 - .437 |
| 62 | RD-6572 | Own | T,B,Tr | TC | 6-4 1/8 x5 5/8 | D | 4 | 572 | 172-2400 | | | 14.5 | | | | 426-1300 | 1785 | | VI | 1.87 - .546 |
| 63 | SD-802 | Own | I | TC | 6-5 1/8 x5 1/2 | D | 4 | 802 | 202-1800 | | | 14.7 | | | | 620-1200 | | | VI | 2.19 - .552 |
| 64 | SD-6802 | Own | T,B | TC | 6-5 1/8 x5 1/2 | D | 4 | 802 | 225-2200 | | | 14.7 | | | | 620-1300 | | | VI | 2.19 - .552 |
| 65 | ED-201 | Own | I | TC | 4-3 5/8 x4 7/8 | W | 4 | 201 | 45.5-2000 | | | 15 | | | | 145-1100 | | | VI | 1.44 - .350 |
| 66 | JD-382 | Own | I | TC | 4-4 1/8 x6 | W | 4 | 382 | 72.5-1600 | | | 14.5 | | | | 276-1000 | | | VI | 1.56 - .406 |
| 67 | VD-603 | Own | I | TC | 8-4 5/8 x4 1/2 | N | | 602 | 175-2600 | | | 15.80 | | | | 469-1300 | | | VI | 1.94 - .567 |
| 68 | VD-8603 | Own | T,B | TC | 8-4 5/8 x4 1/2 | N | 4 | 603 | 182-2800 | | | 15.80 | | | | 469-1300 | 1696 | | VI | 1.94 - .567 |
| 69 | ZD-129 | Own | I | TC | 4-3 1/8 x3 5/8 | W | | 129 | 34-2000 | | | 16.25 | | | | 95-1200 | | | VI | 1.13 - .352 |
| 70 | HD-277 | Own | I | TC | 4-4x5 1/2 | W | | 277 | 63.2-2200 | | | 15.30 | | | | 202-1100 | | | VI | 1.38 - .325 |
| 71 | GD-193 | Own | I | TC | 4-3 5/8 x4 5/8 | W | 4 | 193 | 56-2250 | | | | 1850 | | | 154-1200 | | | VI | 1.28 - .381 |
| 72 | ED-208 | Own | I | TC | 4-3 1/2 x4 7/8 | W | 4 | 208 | 45.8-2000 | | | 15.50 | 1850 | | | 145-1100 | | | VI | 1.44 - .350 |
| 73 | Cummins J-4 | Own | Tr,I | DI | 4-4 1/2 x5 | W | 4 | 267 | 75-2200 | 68-2200 | 52-2200 | 15.70 | | 78 | 17.9 | 198-1300 | 900 | | VI | 1.38 - .406 |
| 74 | J-6 | Own | T,B,Tr,M,I,R | DI | 6-4 1/2 x5 | W | 4 | 401 | 100-1800 | 85-1800 | 75-1800 | 15.70 | | 78 | 21.1 | 305-1450 | 1505 | 1830 | VI | 1.38 - .406 |
| 75 | JF-6 | Own | T,B,Tr,M,I,R | DI | 6-4 1/2 x5 | W | 4 | 401 | 110-2200 | 93-2200 | 79-1800 | 15.70 | | 83 | 20.2 | 305-1450 | 1545 | 1880 | VI | 1.38 - .406 |
| 76 | JN-6 | Own | T,B,Tr,M,I,R | DI | 6-4 1/2 x5 | W | 4 | 401 | 130-2500 | 102-2200 | 90-2200 | 15.80 | | 78 | 17.9 | 295-1800 | 1555 | 1900 | VI | 1.16 - .406 |
| 77 | JS-6 | Own | T,B,Tr,M,I,R | DI | 6-4 1/2 x5 | W | 4 | 401 | 160-2500 | 125-2200 | 110-2200 | 13.00 | | 94 | 15.2 | 375-1700 | 1600 | 1970 | VI | 1.38 - .406 |
| 78 | JNS-6 | Own | T,B,Tr,M,I,R | DI | 6-4 1/2 x5 | W | 4 | 401 | 175-2500 | 140-2200 | 122-2200 | 13.00 | | 103 | 14.0 | 407-1750 | 1610 | 2000 | VI | 1.16 - .406 |
| 79 | JT-6 | Own | T,B,Tr,M,I,R | DI | 6-4 1/2 x5 | W | 4 | 401 | 175-2500 | 137-2200 | 121-2200 | 15.80 | | 108 | 13.4 | 407-1750 | 1615 | 1950 | VI | 1.16 - .406 |
| 80 | HR-4 | Own | T,B,Tr,M,I,R | DI | 4-5 1/2 x6 | W | 4 | 495 | 115-1800 | 97-1800 | 85-1800 | 15.50 | | 74 | 21.5 | 375-1200 | 1765 | 1980 | VI | 1.75 - .500 |
| 81 | HRC-4 | Own | T,B,Tr,M,R,I | DI | 4-5 1/2 x6 | W | 4 | 495 | 115-1800 | 97-1800 | 85-1800 | 15.50 | | 74 | 22.0 | 375-1200 | 1875 | 2030 | VI | 1.75 - .500 |
| 82 | NHC-4 | Own | T,B,Tr,M,R,I | DI | 4-5 1/2 x6 | W | 4 | 495 | 130-2000 | 110-2000 | 93-1800 | 15.50 | | 80 | 20.8 | 403-1200 | 1875 | 2150 | VI | 1.56 - .420 |
| 83 | NT-4 | Own | T,B,Tr,M,I,R | DI | 4-5 1/2 x6 | W | 4 | 495 | 165-2000 | 140-2000 | 117-1800 | 15.50 | | 104 | 16.5 | 475-1400 | 1935 | 2085 | VI | 1.56 - .420 |
| 84 | H-6 | Own | T,B,Tr,M,R,I | DI | 6-4 7/8 x6 | W | 4 | 672 | 160-1800 | 135-1800 | 120-1800 | 16.60 | | 74 | 20.8 | 512-1250 | 2330 | 2595 | VI | 1.75 - .500 |

For abbreviations, see pages 214 and 215

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

## MARINE • RAILCAR • INDUSTRIAL

| VALVES | | PISTON | | | | | PISTON PIN | | CONNECTING RODS | | | MAIN BEARINGS | | INJECTION SYSTEM | | | | | AIR CLEANER—MAKE | FUEL FILTER—MAKE | STARTING METHOD | | OVERALL DIMENSIONS | | | CLUTCH HOUSING (S. A. E. NUMBERS) | LINE NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exhaust Port Diameter and Lift (In.) | | Material | Length (In.) | Weight with Rings and Pin (Lb.) | No. of Compression Rings | No. of Oil Rings | Diameter and Length (In.) | Locked In— | Materials (S. A. E. No.) | Center to Center Length (In.) | Weight with Cap and Bushing (Lb.) | Number | Diameter (In.) | Make of Pump | Make of Valve | Valve Type—Open or Closed | Orifices | Pressure—Nozzle Opening (Lb. per Sq. In.) | | | Make | Type | Length—Fan to Flywheel (In.) | Width (In.) | Height—To Top of Air Cleaner (In.) | | |
| 1.12– .429 | | AA | 4.12 | 2.36 | 3 | 2 | 1.00–2.75 | F | 1035 | 7½ | 2.62 | 3 | 2.50 | AB | AB | C | Pi | 2000 | Vor | Com | AL | E-H | 22¼ | 19¾ | 29¼ (11) | 3,2 | 1 |
| 1.12– .334 | | AA | 4.12 | 2.36 | 3 | 2 | 1.00–2.84 | F | 1035 | 7.38 | 2.62 | 5 | 2.50 | AB | AB | C | Pi | 2000 | Uni | BFC | AL | Ele | 30¼ | 20½ | 29¼ | | 2 |
| 1.22– .439 | | AA | 4.46 | 2.69 | 3 | 2 | 1.00–3.10 | F | 1035 | 7½ | 2.62 | 5 | 2.50 | AB | AB | C | Pi | 2000 | Vor | Com | AL | Ele | 30¼ | 19¾ | 26⅞ (12) | 3,2 | 3 |
| 1.12– .334 | | AA | 4.12 | 2.36 | 3 | 2 | 1.00–2.84 | F | 1035 | 7.38 | 2.62 | 7 | 2.50 | AB | AB | C | Pi | 2000 | Uni | BFC | AL | Ele | 38¼ | 20½ | 29¼ (12) | | 4 |
| 1.22– .439 | | AA | 4.13 | 2.75 | 3 | 2 | 1.00–2.75 | F | 1040 | 7.38 | 3.00 | 7 | 2.50 | AB | AB | C | Pi | 2000 | Vor | Cb | DR | Ele | 39¼ | 22⅝ | 25⅝ (4) | | 5 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.89 | AB | AB | C | Pi | 2000 | Don | Com | L-D | Ele | 58½ | 29¼ | 48¼ | 1,0 | 6 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.89 | AB | AB | C | Pi | 2000 | Don | AB | L-D | E-G | 58½ | 29¼ | 48¼ | 1,0 | 7 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.89 | AB | AB | C | Pi | 2000 | | AB | L-D | E-G | 58½ | 32½ | 48¼ | 1,0 | 8 |
| 1.88– .546 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.75 | AB | AB | C | Pi | 2000 | Don | C-F | DR | Ele | 59¼ | 39¼ | 64¼ | | 9 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 9 | 3.89 | AB | AB | C | Pi | 2000 | | AB | L-D | E-G | 73 | 30¼ | 48¼ | 1,0 | 10 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 9 | 3.89 | AB | AB | C | Pi | 2000 | | AB | L-D | E-G | 83½ | 36½ | 53⅝ | 1,0 | 11 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 7 | 4.50 | AB | AB | C | Pi | 1800 | Uni | P-S | D-N | E-G | 86½ | 38½ | 62¼ (12) | 00,0 | 12 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 7 | 4.50 | AB | AB | C | Pi | 1800 | | Pur | LB | E-G | 88½ | 48 | 63⅝ | 00,0 | 13 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 9 | 4.69 | AB | AB | C | Pi | 1800 | Don | Pur | LN | AEG | 108¼ | 47½ | 74½ | 00,00 | 14 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 9 | 4.69 | AB | AB | C | Pi | 1800 | Don | Pur | LN | AEG | 112¾ | 47½ | 74½ | 00,0 | 15 |
| 1.22– .474 | | AA | 4.13 | 2.75 | 3 | 2 | 1.00–2.75 | F | 1040 | 7.38 | 3.00 | 7 | 2.50 | AB | AB | C | Pi | 2000 | Uni | Cb | DR | Ele | 39¼ | 22⅝ | 25⅝ (4) | | 16 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.89 | AB | AB | C | Pi | 2000 | Uni | Com | L-D | Ele | 58½ | 29¼ | 48¼ | 1,0 | 17 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.89 | AB | AB | C | Pi | 2000 | Uni | AB | L-D | E-G | 58½ | 29¼ | 48¼ | 1,0 | 18 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 7 | 3.89 | AB | AB | C | Pi | 2000 | | AB | L-D | E-G | 58½ | 32½ | 48¼ | 1,0 | 19 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.75–4.50 | F | 1040 | 12.50 | 10.62 | 9 | 3.89 | AB | AB | C | Pi | 2000 | | AB | L-D | E-G | 73 | 30¼ | 48¼ | 1,0 | 20 |
| 1.81– .540 | | AA | 6.75 | 6.70 | 3 | 2 | 1.25–4.50 | F | 1040 | 12.50 | 10.62 | 9 | 3.89 | AB | AB | C | Pi | 2000 | | AB | L-D | Ele | 101¼ | 36½ | | | 21 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 7 | 4.50 | AB | AB | C | Pi | 1800 | Uni | P-S | D-N | E-G | 86½ | 38½ | 62¼ (12) | 00,0 | 22 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 9 | 4.69 | AB | AB | C | Pi | 1800 | Don | Pur | LN | AEG | 108¼ | 47½ | 74½ | 00,0 | 23 |
| 2.16– .687 | | AA | 9.31 | 19.19 | 3 | 2 | 2.75–5.53 | F | 1035 | 17.75 | 28.51 | 9 | 4.69 | AB | AB | C | Pi | 1800 | Don | Pur | LN | AEG | 112¾ | 47½ | 74½ | 00,0 | 24 |
| 1.44– .478 | | AA | 5.73 | | 3 | 2 | 1.50–3.81 | F | 1045 | 11.00 | | 5 | 3.50 | AB | AB | C | Pi | 2000 | Don | Com | DR | Ele | 48½ | 29¼ | 61⅛ | | 25 |
| 1.44– .478 | | AA | 5.73 | | 3 | 2 | 1.50–3.81 | F | 1045 | 11.00 | | 7 | 3.50 | AB | AB | C | Pi | 2000 | Don | Com | DR | Ele | 57¼ | 29¼ | 51⅞ | | 26 |
| 1.25– .264 | | Alu | 3.88 | 2.38 | 3 | 2 | 1.31–2.97 | F | 4140 | 7.00 | 2.50 | 2 | 4.00 | AB | AB | C | Pi | 1900 | AM | Pur | AL | E-H | 33 | 17½ | 26 | | 27 |
| 1.25– .264 | | Alu | 3.88 | 2.38 | 3 | 2 | 1.31–2.97 | F | 4140 | 7.69 | 2.25 | 2 | 5.00 | AB | AB | C | Pi | 1900 | Pur | Pur | AL | E-H | 38½ | 27 | 29 | | 28 |
| 3.25– .875 | | CI | 13.00 | 93.0 | 4 | 2 | 3.25–7.62 | F | 4140 | 22.25 | 85.0 | 5 | 6.25 | Sc | Sc | C | Mu | 3500 | Opt | WP | Own | A | 96 | 56¾ | 79¾ | | 29 |
| 3.25– .875 | | CI | 13.00 | 93.0 | 4 | 2 | 3.25–7.62 | F | 4140 | 22.25 | 85.0 | 6 | 6.25 | Sc | Sc | C | Mu | 3500 | Opt | WP | Own | A | 112 | 56¾ | 79¾ | | 30 |
| 3.25– .875 | | CI | 13.00 | 93.0 | 4 | 2 | 3.25–7.62 | F | 4140 | 22.25 | 85.0 | 7 | 6.25 | Sc | Sc | C | Mu | 3500 | Opt | WP | Own | A | 125 | 56¾ | 79¾ | | 31 |
| 3.25– .875 | | CI | 13.25 | 95.0 | 4 | 2 | 3.25–7.62 | F | 4140 | 22.25 | 85.0 | 7 | 6.25 | Sc | Sc | C | Mu | 3500 | Opt | WP | Own | A | 140 | 56¾ | 90 | | 32 |
| 3.25– .875 | | CI | 13.00 | 93.0 | 4 | 2 | 3.25–7.62 | F | 4140 | 22.25 | 85.0 | 9 | 6.25 | Sc | Sc | C | Mu | 3500 | Opt | WP | Own | A | 155 | 56¾ | 79¾ | | 33 |
| 3.25– .875 | | CI | 13.25 | 95.0 | 4 | 2 | 3.25–7.62 | F | 4140 | 22.25 | 85.0 | 9 | 6.25 | Sc | Sc | C | Mu | 3500 | Opt | WP | Own | A | 169 | 56¾ | 90 | | 34 |
| 2.19– | | AA | | | 4 | 2 | | | | | | 5 | 5.75 | BS | | | | | AM | Win | Own | A-EI | 66⅞ | 35 | 68½ | | 35 |
| 2.19– | | AA | | | 4 | 2 | | | | | | 7 | 5.75 | BS | | | | | AM | Win | Own | A-EI | 87⅞ | 35 | 68½ | | 36 |
| 2.19– | | AA | | | 4 | 2 | | | | | | 7 | 5.75 | BS | | | | | AM | Win | Own | A-EI | 87⅞ | 35 | 68½ | | 37 |
| 1.66– .423 | | AA | 5.53 | | 3 | 2 | 1.62–3.23 | F | 1040 | 10.25 | | 5 | 2.75 | Own | Own | C | Si | 750 | Don | Com | O-D | E-G | 56¼ | 27¾ | 53 | 2 | 38 |
| 1.84– .434 | | AA | 6.16 | | 3 | 2 | 1.81–3.73 | F | 1040 | 10.25 | | 5 | 3.50 | Own | Own | C | Si | 750 | Don | Com | O-D | E-G | 60 | 30 | 43 | 1 | 39 |
| 1.84– .434 | | AA | 6.16 | | 3 | 2 | 1.81–3.73 | F | 1040 | 10.25 | | 5 | 3.50 | Own | Own | C | Si | 750 | Don | Com | O-D | E-G | 48¾ | 35⅞ | 55¼ | | 40 |
| 1.84– .434 | | AA | 6.16 | | 3 | 2 | 1.81–3.73 | F | 1040 | 10.25 | | 7 | 3.50 | Own | Own | C | Si | 750 | Don | Com | O-D | E-G | 76¾ | 31¼ | 50 | 1 | 41 |
| 1.84– .434 | | AA | 6.16 | | 3 | 2 | 1.81–3.73 | F | 1040 | 10.25 | | 7 | 3.50 | Own | Own | C | Si | 750 | Don | Com | O-D | E-G | 60¾ | 36¼ | 51⅞ | | 42 |
| 1.94– .510 | | AA | 6.38 | | 3 | 2 | 1.75–4.35 | F | 1040 | 10.75 | | 7 | 4.25 | Own | Own | C | Si | 750 | Don | Pur | ODS | AEG | 71⅜ | 36¾ | 58¼ | | 43 |
| 1.94– .510 | | AA | 6.38 | | 3 | 2 | 1.75–4.35 | F | 1040 | 10.75 | | 7 | 4.25 | Own | Own | C | Si | 750 | Don | Pur | ODS | AEG | 72⅜ | 36¾ | 69⅜ | | 44 |
| 2.06– .468 | | AA | 8.19 | | 3 | 1 | 2.38–4.73 | F | 1040 | 15.00 | | 5 | 3.75 | Own | Own | C | Si | 1750 | Don | Pur | ODS | AEG | 73½ | 39 | 65½ | | 45 |
| 2.06– .468 | | AA | 8.19 | | 3 | 1 | 2.38–4.73 | F | 1040 | 15.00 | | 7 | 3.75 | Own | Own | C | Si | 1750 | Don | Pur | ODS | AEG | 81 | 42½ | 62 | | 46 |
| 2.13– .586 | | AA | 8.18 | | 3 | 1 | 2.90–5.14 | F | 1040 | 15.09 | | 7 | 4.63 | Own | Own | C | Si | 750 | Don | Pur | ODS | AEG | 75⅜ | 47½ | 69¼ | | 47 |
| 2.28– .589 | | AA | 8.19 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 5 | 5.50 | Own | Own | C | Si | 750 | Don | Com | ODS | AEG | 83⅜ | 54½ | 76¼ | 00 | 48 |
| 2.28– .589 | | AA | 8.19 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 5 | 5.50 | Own | Own | C | Si | 750 | Don | Com | ODS | AEG | 82⅜ | 54⅜ | 79⅛ | 00 | 49 |
| 2.28– .589 | | AA | 8.19 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 5 | 5.50 | Own | Own | C | Si | 750 | Don | Com | ODS | AEG | 83⅜ | 54½ | 79⅛ | | 50 |
| 2.28– .588 | | AA | 7.60 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 5 | 5.50 | | | | | | Don | N | ODS | AEG | 84 | 55 | 77 | | 51 |
| 2.28– .589 | | AA | 8.19 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 7 | 5.50 | Own | Own | C | Si | 750 | Don | Com | ODS | AEG | 103½ | 57½ | 79 | 00 | 52 |
| 2.28– .589 | | AA | 8.19 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 7 | 5.50 | Own | Own | C | Si | 750 | Don | Com | ODS | AEG | 107½ | 57½ | 79 | 00 | 53 |
| 2.28– .589 | | AA | 8.19 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 7 | 5.50 | Own | Own | C | Si | 750 | Don | Com | ODS | AEG | 106½ | 57½ | 79 | | 54 |
| 2.28– .588 | | AA | 7.60 | | 3 | 1 | 2.39–4.73 | F | 1040 | 18.00 | | 7 | 5.50 | | | | | | Don | N | ODS | AEG | 100½ | 57½ | 79⅛ | | 55 |
| 1.06– .375 | | AA | 3.75 | | 3 | 1 | 1.12– | F | 1035 | 7.00 | | 3 | 2.37 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 31⅜ | 19⅞ | 30¼ | Opt | 56 |
| 1.25– .328 | | AA | 4.31 | | 3 | 2 | 1.25– | F | 1035 | 9.50 | | 3 | 2.87 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 33⅜ | 21½ | 35 | Opt | 57 |
| 1.25– .328 | | AA | 4.31 | | 3 | 2 | 1.25– | F | 1035 | 9.50 | | 3 | 2.87 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 33⅜ | 21½ | 35 | Opt | 58 |
| 1.50– .437 | | AA | 4.68 | | 3 | 2 | 1.43– | F | 1035 | 8.37 | | 7 | 2.87 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 47⅛ | 27⅛ | 37⅛ | Opt | 59 |
| 1.65– .546 | | AA | 5.93 | | 3 | 2 | 1.50– | F | 1035 | 10.50 | | 7 | 3.25 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 51⅛ | 31⅝ | 44⅛ | Opt | 60 |
| 1.50– .437 | | AA | 4.68 | | 3 | 2 | 1.25– | F | 1035 | 8.37 | | 7 | 2.87 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 41⅛ | 25⅛ | 34⅛ | Opt | 61 |
| 1.65– .546 | | AA | 5.93 | | 3 | 2 | 1.50– | F | 1035 | 10.50 | | 7 | 3.25 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 51⅛ | 27⅛ | 37⅛ | Opt | 62 |
| 1.91– .552 | | Alu | 5.88 | | 3 | 2 | 1.75–4.22 | F | 8640 | 10.50 | | 7 | 3.75 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 53⅛ | 30⅛ | 48½ | Opt | 63 |
| 1.91– .522 | | Alu | 5.88 | | 3 | 2 | 1.75–4.22 | F | 8640 | 10.50 | | 7 | 3.75 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 53⅛ | 30⅛ | 48½ | Opt | 64 |
| 1.19– .350 | | Alu | 4.06 | | 3 | 1 | 1.10–3.06 | F | 1035 | 8.38 | | 3 | 2.62 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | | | | Opt | 65 |
| 1.38– .408 | | Alu | 5.94 | | 3 | 2 | 1.49–3.71 | F | 1035 | 10.00 | | 3 | 3.25 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | | | | Opt | 66 |
| 1.63– .567 | | Alu | 5.44 | 6.19 | 3 | 2 | 1.50–3.97 | F | 8637 | 8.38 | 4.68 | 5 | 3.50 | Opt | | | Pi | 1900 | Opt | Opt | Opt | Ele | | | | Opt | 67 |
| 1.63– .567 | | Alu | 5.44 | 6.19 | 3 | 2 | 1.50–3.97 | F | 8637 | 8.38 | 4.68 | 5 | 3.50 | Opt | | | Pi | 1900 | Opt | Opt | Opt | Ele | 43½ | 34 | 46½ | Opt | 68 |
| 1.00– .352 | | AA | 3.58 | | 3 | 1 | .988–2.68 | F | 1035 | 6.38 | 1.75 | 3 | 2.50 | | | | Pi | 1850 | Opt | Opt | Opt | Ele | 27 | 19¾ | 32¼ | Opt | 69 |
| 1.25– .325 | | Alu | 4.31 | | 3 | 2 | 1.25– | F | 1035 | 9.50 | | 3 | 3.06 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | 33⅞ | 21 | 33½ | | 70 |
| 1.09– .381 | | Alu | 2.19 | | 3 | 1 | 1.11–3.06 | F | 1041 | 7.00 | | 3 | | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | | | | | 71 |
| 1.19– .350 | | Alu | 4.06 | | 3 | 1 | 1.10–3.06 | F | 1035 | 8.38 | | 3 | 2.62 | Opt | | | Pi | 1850 | Opt | Opt | Opt | Ele | | | | | 72 |
| 1.38– .406 | | Alu | 5.04 | 4.55 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 5 | 3.88 | Own | N | | Mu | | Fra | Fra | DR | Ele | 34⅜ | 24⅞ | 49⅛ | 3 | 73 |
| 1.38– .406 | | Alu | 5.04 | 4.55 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 7 | 3.88 | Own | N | | Mu | | Fra | Fra | | Ele | 46⅞ | 26⅞ | 41¼ | 3 | 74 |
| 1.38– .406 | | Alu | 5.04 | 4.55 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 7 | 3.88 | Own | N | | Mu | | Fra | Fra | | Ele | 46⅞ | 26⅞ | 41¼ | 3 | 75 |
| 1.16– .406 | | Alu | 5.04 | 4.50 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 7 | 3.88 | Own | N | | Mu | | Fra | Fra | | Ele | 46⅞ | 26⅞ | 42½ | 2 | 76 |
| 1.38– .406 | | Alu | 4.75 | 4.45 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 7 | 3.88 | Own | N | | Mu | | Fra | Fra | | Ele | 46⅞ | 25⅛ | 41⅛ | 2 | 77 |
| 1.16– .406 | | Alu | 5.04 | 4.45 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 7 | 3.88 | Own | N | | Mu | | Fra | Fra | | Ele | 46⅞ | 25⅛ | 42½ | 2 | 78 |
| 1.16– .406 | | Alu | 5.04 | 4.50 | 3 | 1 | 1.50–3.50 | F | E4137H | 9.50 | 6.75 | 7 | 3.88 | Own | N | | Mu | | Fra | Fra | | Ele | 47⅞ | 26⅛ | 43⅛ | 2 | 79 |
| 1.75– .500 | | Alu | 6.25 | 9.16 | 3 | 1 | 2.00–4.38 | F | E4137H | 12.00 | 10.60 | 5 | 4.50 | Own | N | | Mu | | Fra | Fra | Var | Ele | 44⅛ | 31⅛ | 47⅛ | 2 | 80 |
| 1.75– .500 | | Alu | 6.25 | 9.16 | 3 | 1 | 2.00–4.38 | F | E4137H | 12.00 | 10.60 | 5 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 44⅛ | 31⅛ | 47⅛ | 2 | 81 |
| 1.56– .420 | | Alu | 6.25 | 9.13 | 3 | 1 | 2.00–4.38 | F | E4137H | 12.00 | 10.60 | 8 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 44⅛ | 26½ | 48⅛ | 2 | 82 |
| 1.56– .420 | | Alu | 6.25 | 9.13 | 3 | 1 | 2.00–4.38 | F | E4137H | 12.00 | 10.60 | 5 | 4.50 | Own | N | | Mu | | Fra | Fra | Var | Ele | 44⅛ | 28⅛ | 53⅞ | 2 | 83 |
| 1.75– .500 | | CI | 6.25 | 11.33 | 3 | 1 | 2.00–4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 58⅛ | 30⅞ | 48⅞ | 2 | 84 |

For abbreviations, see pages 214 and 215

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 DIESEL ENGINES FOR TRUCK, BUS, TRACTOR,

| Line Number | ENGINE MAKE AND MODEL | Built Under License from | GENERAL: Designed for | Type | Number of Cylinders Bore and Stroke (In.) | Cylinder Liners—Type | Cycle | Piston Displacement (Cu. In.) | With Bare Engine: Maximum Brake Hp. at Specified R.P.M. | With Standard Accessories: Max. Intermittent Hp. at Specified R.P.M. | With Standard Accessories: Continuous Sustained Hp. at Specified R.P.M. | Compression Ratio—to 1 | Max. Combustion Pressure (Lb. per Sq. In.) | B.M.E.P. at Continuous Hp. (Lb. per Sq. In.) | Weight per Continuous Hp. (Lb.) | Max. Torque in Lb. Ft. at Specified R.P.M. | Shipping Weight (Lb.): Automotive or Industrial | Shipping Weight (Lb.): Marine | VALVES: Arrangement | VALVES: Intake Port Diameter and Lift (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Cummins—Continued | | | | | | | | | | | | | | | | | | | |
| 1 | HF-6 | Own | T,B,Tr | DI | 4-4 7/8x6 | W | 4 | 672 | 180-2100 | | | 15.50 | | | | 450-1500 | 2360 | | VI | 1.56-.420 |
| 2 | HR-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 175-1800 | 148-1800 | 130-1800 | 15.50 | | 73 | 18.7 | 550-1300 | 2330 | 2595 | VI | 1.75-.500 |
| 3 | HRF-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 190-2000 | 160-2000 | 136-1800 | 15.50 | | 76 | 18.6 | 580-1300 | 2385 | | VI | 1.75-.500 |
| 4 | HS-6 | Own | T,B,Tr,R,I | DI | 6-4 7/8x6 | W | 4 | 672 | 210-1800 | 178-1800 | 155-1800 | 14.00 | | 98 | 16.8 | 673-1250 | 2535 | | VI | 1.75-.500 |
| 5 | HRS-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 220-1800 | 185-1800 | 160-1800 | 13.50 | | 100 | 15.0 | 753-1300 | 2545 | 2845 | VI | 1.75-.500 |
| 6 | NH-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 220-2100 | 185-2100 | 150-1800 | 15.50 | | 81 | 16.6 | 606-1600 | 2420 | 2780 | VI | 1.56-.420 |
| 7 | NT-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 250-2100 | 210-2100 | 170-1800 | 15.50 | | 102 | 14.6 | 695-1500 | 2515 | 3020 | VI | 1.56-.420 |
| 8 | NTO-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 262-2100 | 222-2100 | 172-1800 | 15.50 | | 103 | 14.5 | 695-1500 | 2515 | | VI | 1.56-.420 |
| 9 | NHS-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 290-2100 | 248-2100 | 192-1800 | 13.50 | | 109 | 14.9 | 775-1500 | 2720 | 2985 | VI | 1.56-.420 |
| 10 | NHRS-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 320-2100 | 290-2100 | 220-1800 | 12.00 | | 120 | 13.3 | 865-1600 | 2720 | 2985 | VI | 1.56-.420 |
| 11 | NRT-6 | Own | T,B,Tr,M,R,I | DI | 6-5 1/8x6 | W | 4 | 743 | 300-2100 | 254-2100 | 201-1800 | 14.50 | | 119 | 12.6 | 810-1550 | 2525 | 3030 | VI | 1.56-.420 |
| 12 | NRTO-6 | Own | T,B,Tr,M,I,R | DI | 6-5 1/8x6 | W | 4 | 743 | 335-2100 | 286-2100 | 225-1800 | 14.50 | | 133 | 11.3 | 900-1500 | 2525 | 3015 | VI | 1.56-.420 |
| 13 | NVH-12 | Own | Tr,M,R,I | DI | 12-5 1/8x6 | W | 4 | 1486 | 425-2100 | 360-2100 | 285-1800 | 15.50 | | 82 | 18.4 | 1190-1500 | 5150 | 5700 | VI | 1.56-.420 |
| 14 | VT-12 | Own | Tr,M,R,I | DI | 12-5 1/8x6 | W | 4 | 1486 | 600-2100 | 510-2100 | | 13.50 | | 108 | 11.0 | 1510-1950 | 5610 | 6100 | VI | 1.56-.420 |
| 15 | VT-12 | Own | Tr,M,I,R | DI | 12-5 1/8x6 | W | 4 | 1486 | 575-1800 | 485-1800 | 490-1800 | 13.50 | | 126 | 13.1 | 1700-1650 | 5610 | 6100 | VI | 1.56-.420 |
| 16 | L-6 | Own | M,I,R | DI | 6-7x10 | W | 4 | 2309 | 265-1000 | 265-1000 | 225-1000 | | | 70 | 39.9 | 1660-600 | 7590 | 10440 | VI | 2.50-.682 |
| 17 | LR-6 | Own | M,R,I | DI | 6-7 1/4x10 | W | 4 | 2477 | 320-1100 | 320-1100 | 260-1000 | 13.50 | | 74 | 36.0 | 1760-675 | 7590 | 9240 | VI | 2.50-.682 |
| 18 | LRT-6 | Own | M,I,R | DI | 6-7 1/4x10 | W | 4 | 2477 | 450-1100 | 450-1100 | 325-1000 | | | 107 | 25.6 | 2260-825 | 7700 | 9500 | VI | 2.50-.682 |
| 19 | HHR-6 | Own | T,B,R | DI | 6-5 1/8x6 | W | 4 | 743 | 175-1800 | 148-1800 | 130-1800 | 15.50 | | 73 | 18.7 | 550-1300 | 2330 | 2595 | VI | 1.75-.500 |
| 20 | HHRF-6 | Own | T,B,R | DI | 6-5 1/8x6 | W | 4 | 743 | 190-2000 | 160-2000 | 136-1800 | 15.50 | | 76 | 18.6 | 580-1300 | 2385 | | VI | 1.75-.500 |
| 21 | NHH-6 | Own | T,B,R | DI | 6-5 1/8x6 | W | 4 | 743 | 210-2100 | 178-2100 | 146-1800 | 15.50 | | 81 | 16.6 | 550-1590 | 2420 | 2780 | VI | 1.56-.420 |
| 22 | NHHT-6 | Own | T,B,R | DI | 6-5 1/8x6 | W | 4 | 743 | 250-2100 | 212-2100 | 172-1800 | 15.50 | | 102 | 14.6 | 695-1500 | 2515 | 3020 | VI | 1.56-.420 |
| 23 | NHHRS-6 | Own | T,B,R | DI | 6-5 1/8x6 | W | 4 | 743 | 320-2100 | 290-2100 | 220-1800 | 12.00 | | 120 | 13.3 | 865-1600 | 2720 | 2985 | VI | 1.56-.420 |
| 24 | NHHRT-6 | Own | T,B,R | DI | 6-5 1/8x6 | W | 4 | 743 | 300-2100 | 254-2100 | 201-1800 | 14.50 | | 119 | 12.6 | 808-1550 | 2525 | 3030 | VI | 1.56-.420 |
| 25 | Deutz†† F1L-712 | | Tr,M,I | TC | 1-3 5/8x4 3/4 | D | | 52 | 13-2300 | 12-2200 | 10-2000 | 20.00 | 995 | 85 | 44.0 | 31-1600 | 440 | 551 | VI | 1.47-1.34 |
| 26 | F2L-712 | | Tr,M,I | TC | 2-3 5/8x4 3/4 | D | 4 | 104 | 26-2300 | 24-2200 | 20-2000 | 20.00 | 995 | 85 | 30.9 | 62-1600 | 617 | 684 | VI | 1.47-1.34 |
| 27 | F3L-712 | | C,T,B,Tr,M,I | TC | 3-3 5/8x4 3/4 | D | 4 | 156 | 45-2800 | 36-2200 | 30-2000 | 20.00 | 995 | 81 | 22.3 | 92-1800 | 661 | 815 | VI | 1.47-1.34 |
| 28 | F4L-712 | | T,B,Tr,M,I | TC | 4-3 5/8x4 3/4 | D | 4 | 207 | 60-2800 | 48-2200 | 40-2000 | 20.00 | 995 | 81 | 17.4 | 123-1800 | 694 | 826 | VI | 1.47-1.34 |
| 29 | F6L-712 | | T,B,Tr,M,I | TC | 6-3 5/8x4 3/4 | D | 4 | 311 | 90-2800 | 72-2200 | 60-2000 | 20.00 | 995 | 81 | 15.1 | 184-1800 | 903 | 1068 | VI | 1.47-1.34 |
| 30 | FA4L-514 | | T,B,Tr,M,R,I | TC | 4-4 3/4x5 1/2 | D | 4 | 325 | 90-2300 | 82-2000 | 56-1800 | 17.80 | 995 | 87 | 19.3 | 215-1200 | 1079 | 1233 | VI | 1.75-6.63 |
| 31 | FA6L-514 | | T,B,Tr,M,R,I | TC | 6-4 3/4x5 1/2 | D | 4 | 487 | 132-2300 | 120-2300 | 84-1800 | 17.80 | 995 | 87 | 17.7 | 310-1200 | 1486 | 1674 | VI | 1.75-6.63 |
| 32 | FA8L-614 | | T,B,M,R,I | TC | 8-4 3/4x5 1/2 | D | 4 | 649 | 180-2300 | 160-2300 | 112-1800 | 17.80 | 995 | 87 | 16.7 | 415-1200 | 1871 | 2091 | VI | 1.75-6.63 |
| 33 | FA12L-614 | | T,B,M,R,I | TC | 12-4 3/4x5 1/2 | D | 4 | 974 | 265-2300 | 220-2300 | 170-1800 | 17.80 | 995 | 87 | 16.4 | 625-1200 | 2796 | 2994 | VI | 1.75-6.63 |
| 34 | BFA6L-514 | | T,B,M,R,I | TC | 6-4 3/4x5 1/2 | D | 4 | 487 | 157-2300 | 150-2300 | 105-1800 | 15.40 | 924 | 93 | 13.6 | 361-1500 | 1431 | 1563 | VI | 1.88-.438 |
| 35 | BFA8L-614 | | T,B,M,R,I | TC | 8-4 3/4x5 1/2 | D | 4 | 649 | 210-2300 | 200-2300 | 140-1800 | 15.40 | 924 | 93 | 13.8 | 483-1500 | 1926 | 2085 | VI | 1.88-.438 |
| 36 | BF12L-614 | | T,B,M,R,I | TC | 12-4 3/4x5 1/2 | D | 4 | 974 | 300-2300 | 300-2300 | 210-1800 | 15.40 | 924 | 93 | 13.6 | 751-1500 | 2862 | 3016 | VI | 1.88-.438 |
| 37 | Fairbanks-Morse 45C3 1/8 | | M,I | PC | 1-3 1/2x4 | W | 4 | 30.7 | | 6.5-1800 | 5.25-1800 | 16.90 | 850 | 80 | .8 | 19- | | 430 | VI | 1.25- |
| 38 | 45C4 1/8 | | M,I | PC | 1-4 1/2x4 1/2 | W | 4 | 60.1 | | 13.2-1800 | 10.5-1800 | 16.90 | 850 | 80 | 6.1 | 30- | | 650 | VI | |
| 39 | 45C4 1/8-2 | | M,I | PC | 2-4 1/2x5 1/4 | W | 4 | 140 | 37- | 35.2- | 32- | 16.00 | 850 | 96 | 21.4 | | | 690 | VI | 1.39- |
| 40 | 49B4 1/2 | | M,I | DI | 2-4 1/2x5 1/2 | W | 2 | 174 | 91-1800 | 67.5-1800 | 58-1800 | 16.00 | 1200 | 73 | 23.3 | 210-800 | | 1350 | VI | |
| 41 | 49B4 1/2 | | M,I | DI | 3-4 1/2x5 1/2 | W | 2 | 262 | 120-1800 | 110-1800 | 90-1800 | 16.00 | 1200 | 78 | 18.9 | 315-800 | | 1700 | VI | |
| 42 | 49B4 1/2 | | M,I | DI | 2-4 1/2x5 1/2 | W | 2 | 350 | 170-1800 | 150-1800 | 127-1800 | 16.00 | 1200 | 78 | 15.7 | 440-800 | | 2000 | VI | |
| 43 | 49B4 1/2 | | M,I | DI | 6-4 1/2x5 1/2 | W | 2 | 525 | 280-1800 | 230-1800 | 180-1800 | 16.00 | 1200 | 78 | 14.2 | 630-800 | | 2550 | VI | |
| 44 | 48A4 | | M,I | PC | 2-4x5 | W | 4 | 126 | | 23-1800 | 16-1200 | 18.00 | | 84 | 101.2 | 96- | | 1620 | VI | |
| 45 | 48A4 | | M,I | PC | 3-4x5 | W | 4 | 188 | | 34-1800 | 25-1200 | 18.00 | | 87 | 78.6 | 140- | | 1865 | VI | |
| 46 | 48AS3 1/2 | | ; | PC | 2-3 1/2x4 | | 4 | 76.8 | 20.3-2800 | 15-1800 | 13.5-1800 | 18.00 | | 78 | 40.7 | | 550 | | VI | |
| 47 | 48A4 1/2 | | M,I | DI | 4-4 1/2x5 | W | 4 | 318 | 78.5-2000 | 56.2-1800 | 51.4-1800 | 22.00 | 650 | 87 | 33.1 | | 1700 | 2100 | VI | 1.37-.313 |
| 48 | 48A3 1/2 | | M,I | DI | 4-3 1/2x4 | W | 4 | 154 | 42-2000 | 31-1800 | 28-1800 | 22.00 | | 78 | 21.4 | 100-1300 | 600 | 1400 | VI | |
| 49 | Ford X | | I | DI | 4-3 1/2x4 1/2 | W | 4 | 220 | 60-2250 | 49.5-2250 | | 16.00 | 365 | 96 | | 122-1600 | 690 | 690 | VI | 1.73-.360 |
| 50 | General Motors 4-51 | Own | I,Tr | DI | 4-4.1x4.1 | D | 2 | 217 | | 95-3000■ | 60-2200■ | 18.00 | 1300 | 50 | 19.6 | 189-1600 | 1180 | | | No Valves |
| 51 | 4-51 | Own | T | DI | 4-4.1x4.1 | D | 2 | 217 | | 100-3000■ | | 18.00 | 1300 | | | | 1035 | | | No Valves |
| 52 | 2-71 | Own | Tr,I | DI | 2-4 1/4x5 | D | 2 | 142 | | 65-2000■ | 48-1800■ | 17.00 | 1225 | 74 | 20.0 | 184-1400 | 960 | | VI | No Valves |
| 53 | 3-71 | Own | I,Tr | DI | 3-4 1/4x5 | D | 2 | 213 | | 102-2100■ | 75-1800■ | 17.00 | 1225 | 77 | 20.3 | 277-1400 | 1525 | | VI | No Valves |
| 54 | 4-71 | Own | I,Tr | DI | 4-4 1/4x5 | D | 2 | 284 | | 150-2300■ | 101-1800■ | 17.00 | 1225 | 78 | 17.6 | 375-1600 | 1780 | | VI | No Valves |
| 55 | 4-71 | Own | B,T | DI | 4-4 1/4x5 | D | 2 | 284 | | 150-2300■ | | 17.00 | 1225 | | | 375-1600 | 1570 | | VI | No Valves |
| 56 | 4-71T | Own | T,B,Tr,I | DI | 4-4 1/4x5 | D | 2 | 284 | | 171-2300■ | | 17.00 | 1225 | | | 411-1600 | 1760 | | VI | No Valves |
| 57 | 6-71 | Own | I,Tr | DI | 6-4 1/4x5 | D | 2 | 426 | | 230-2100 | 154-1800■ | 17.00 | 1225 | 80 | 14.2 | 574-1600 | 2190 | | VI | No Valves |
| 58 | 6-71 | Own | B,T | DI | 6-4 1/4x5 | D | 2 | 426 | | 230-2100 | | 17.00 | 1225 | | | 574-1600 | 1975 | | VI | No Valves |
| 59 | 6-71T | Own | T,B,Tr,I | DI | 6-4 1/4x5 | D | 2 | 426 | | 236-2100■ | | 17.00 | 1225 | | | 630-1600 | 2165 | | VI | No Valves |
| 60 | 6-110 | Own | T,Tr,I | DI | 6-5x5.6 | D | 2 | 660 | | 300-2000■ | 230-1800■ | 18.00 | 1250 | 77 | 14.2 | 849-1400 | 3260 | | VI | No Valves |
| 61 | Twin 4-71 | Own | I | DI | 8-4 1/4x5 | D | 2 | 568 | | 286-2100■ | 202-1800■ | 17.00 | 1225 | 78 | 23.9 | 1310-915Sh | 4820‡ | | VI | No Valves |
| 62 | Twin 6-71 | Own | I | DI | 12-4 1/4x5 | D | 2 | 851 | | 422-2100■ | 308-1800■ | 17.00 | 1225 | 80 | 18.2 | 2010-915Sh | 5620 | | VI | No Valves |
| 63 | Twin 6-110 | Own | I | DI | 12-5x5.6 | D | 2 | 1320 | | 600-2000■ | 460-1800■ | 18.00 | 1250 | 77 | 24.8 | 2975-800Sh | 11400 | | VI | No Valves |
| 64 | Quad 6-71 | Own | I | DI | 24-4 1/4x5 | D | 2 | 1702 | | 844-2100■ | 616-1800■ | 17.00 | 1225 | 80 | 20.2 | 4020-915Sh | 12425‡ | | VI | No Valves |
| 65 | 4-71E | Own | T,B,Tr,I | DI | 4-4 1/4x5 | D | 2 | 284 | | 140-2100■ | | 17.00 | 1000 | 88 | | 385-1200 | 1550 | | VI | No Valves |
| 66 | 6-71E | Own | T,B,Tr,I | DI | 6-4 1/4x5 | D | 2 | 426 | | 210-2100■ | 170-1800■ | 17.00 | 1000 | 88 | 11.8 | 562-1200 | 2010 | 2740 | VI | No Valves |
| 67 | 6-110 | Own | T,Tr,I | DI | 6-5x5 1/2 | D | 2 | 660 | | 300-2000■ | 237-1800■ | 18.00 | 1250 | 79 | 13.8 | 845-1200 | 3260 | 4335 | VI | No Valves |
| 68 | Twin 6-71T | Own | I | DI | 12-4 1/4x5 | D | 2 | 851 | | 472-2100■ | | 17.00 | 1200 | | | 1200-1400 | 5870 | | VI | No Valves |
| 69 | GrayMarine Four-D129 | Cont | M | TC | 4-3 1/4x3 7/8 | W | 4 | 129 | | 30-2600 | 25-2000 | 16.25 | | 77 | 28.0 | 87-1200 | | 700 | VI | 1.25-.352 |
| 70 | Four-D157 | | M | TC | 4-3 3/8x4 3/8 | W | 4 | 157 | | | 30-1800 | 15.00 | | 84 | 34.2 | 108-1800 | | 1100 | VI | 1.18-.273 |
| 71 | Four-D277 | Cont | M | TC | 4-4x5 1/2 | W | 4 | 277 | | | 65-2000 | 16.10 | | 93 | 22.2 | 171-2000 | | 1440 | VI | 1.37-.248 |
| 72 | Six-D427 | Lanova | M | TC | 6-4 1/2x4 7/8 | N | 4 | 427 | | | 100-2200 | 14.40 | | 85 | 14.6 | 250-2200 | | 1475 | VI | 1.72-.440 |
| 73 | Six-D572 | | M | TC | 6-4 3/4x5 3/4 | D | 4 | 572 | | | 135-2200 | 15.00 | | 85 | 18.6 | 401-1600 | | 2510 | VI | 1.87-.546 |
| 74 | Six-D802 | Lanova | M | | 6-5 1/4x5 1/2 | D | 4 | 802 | | 190-2200 | 157-2000 | 15.00 | | 85 | 17.2 | 455-2200 | | 2700 | VI | 1.94- |
| 75 | Hercules DIXD | Own | Tr,M,I | TC | 2-4 1/4x4 1/2 | D | 4 | 127 | 30-1800 | 26-1800 | 26-1800 | 15.50 | 750 | 88 | 21.6 | 91-1300 | 550 | | VI | 1.62-.375 |
| 76 | DIX4D | Own | T,B,Tr,M,R,I | TC | 4-3 5/8x4 | D | 4 | 165 | 57-3000 | 48-3000 | 41-2200 | 15.50 | 825 | 90 | 14.6 | 120-1500 | 600 | | VI | 1.56-.350 |
| 77 | DD173 | | Tr,M,R,I | DI | 4-3 1/2x4 1/2 | N | 4 | 173 | 50-2000 | 42.5-2000 | 40-1800 | 16.20 | 750 | 101 | 15.0 | 136-1500 | 600 | | VI | 1.44-.369 |
| 78 | DD198 | | Tr,M,R,I | DI | 4-3 3/8x4 1/2 | D | 4 | 198 | 55-2000 | 46.5-2000 | 45-1800 | 16.20 | 750 | 100 | 13.3 | 156-1500 | 600 | | VI | 1.44-.369 |
| 79 | DD226 | | Tr,M,R,I | DI | 4-4x4 1/2 | N | | 226 | 65-2000 | 55-2000 | 52-1800 | 16.20 | 750 | 101 | 11.5 | 178-1500 | 600 | | VI | 1.44-.369 |
| 80 | DIX6D | Own | Tr,M,B,R,T,I | TC | 6-3 5/8x4 | D | 4 | 249 | 93-3000 | 79-3000 | 67-2200 | 15.50 | 825 | 96 | 12.0 | 186-1800 | 800 | | VI | 1.56-.350 |
| 81 | DOOD | Own | T,Tr,M,I,B | TC | 4-4 1/4x4 1/2 | D | 4 | 255 | 79-2600 | 66-2600 | 53-1800 | 15.50 | 750 | 91 | 14.2 | 182-1400 | 750 | | VI | 1.62-.375 |
| 82 | DD260 | | Tr,M,R,I | DI | 6-3 1/2x4 1/2 | N | 4 | 260 | 75-2000 | 63.5-2000 | 60-1800 | 16.20 | 750 | 101 | 12.5 | 200-1500 | 750 | | VI | 1.44-.369 |
| 83 | DIX6-272 | | T,B,Tr,M,R,I | TC | 6-3 1/2x4 | D | 4 | 272 | 102.5-3000 | 87-3000 | 72-2200 | 15.50 | 825 | 96 | 11.1 | 204-1800 | 800 | | VI | 1.56-.350 |
| 84 | DJXC | Own | T,B,Tr,M,R,I | TC | 6-3 5/8x4 1/2 | D | 4 | 298 | 83-2600 | 71-2600 | 59-1800 | 15.50 | 750 | 87 | 16.1 | 208-1300 | 950 | | VI | 1.62-.375 |
| 85 | DJXH | Own | T,B,Tr,M,I | TC | 6-3 5/8x4 1/2 | D | 4 | 298 | 99-2600 | 84-2600 | 67-1800 | 15.50 | 750 | 99 | 14.2 | 234-1400 | 950 | | VI | 1.75-.375 |
| 86 | DJXHF | | T,B,M,R | TC | 6-3 5/8x4 1/2 | D | 4 | 298 | 99-2600 | 84-2600 | 67-1800 | 15.50 | 750 | 99 | 14.1 | 234-1400 | 950 | | VI | 1.75-.375 |
| 87 | DD298 | | Tr,M,R,I | DI | 6-3 5/8x4 1/2 | D | | 298 | 85-2000 | 72.5-2000 | 68-1800 | 16.20 | 750 | 101 | 11.0 | 232-1500 | 750 | | VI | 1.44-.369 |
| 88 | DD339 | | Tr,I | DI | 6-4x4 1/2 | N | 4 | 339 | 99-2000 | 84-2000 | 78-1800 | 16.20 | 750 | 101 | 9.6 | 262-1500 | 750 | | VI | 1.44-.369 |

For abbreviations, see pages 214 and 215

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# MARINE, RAILCAR, OR INDUSTRIAL USE—*continued*

| VALVES | | PISTON | | | | | PISTON PIN | | CONNECTING RODS | | | MAIN BEARINGS | | INJECTION SYSTEM | | | | | | | | STARTING METHOD | | OVERALL DIMENSIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exhaust Port Diameter and Lift (In.) | | Material | Length (In.) | Weight with Rings and Pin (Lb.) | No. of Compression Rings | No. of Oil Rings | Diameter and Length (In.) | Locked In— | Materials (S. A. E. No.) | Center to Center Length (In.) | Weight with Cap and Bushing (Lb.) | Number | Diameter (In.) | Make of Pump | Make of Valve | Valve Type—Open or Closed | Orifices | Pressure—Nozzle Opening (Lb. per Sq. In.) | Air Cleaner—Make | Fuel Filter—Make | Make | Type | Length—Fan to Flywheel (In.) | Width (In.) | Height—To Top of Air Cleaner (In.) | Clutch Housing (S. A. E. Numbers) | Line Number |
| 1.56 | .500 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | Var | Ele | 59 1/2 | 31 7/8 | 48 1/2 | 2 | 1 |
| 1.75 | .500 | Alu | 6.25 | 9.16 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 58 1/2 | 30 7/8 | 48 1/8 | 2 | 2 |
| 1.75 | .500 | Alu | 6.25 | 9.16 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 59 1/2 | 30 7/8 | 48 1/8 | 2 | 3 |
| 1.75 | .500 | Alu | 6.25 | 9.18 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 58 1/2 | 32 5/8 | 48 1/2 | 1 | 4 |
| 1.75 | .500 | Alu | 6.25 | 9.03 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 58 1/2 | 32 5/8 | 48 1/2 | 1 | 5 |
| 1.56 | .420 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 61 1/4 | 31 7/8 | 48 1/2 | 1 | 6 |
| 1.56 | .420 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 61 1/2 | 38 1/2 | 48 1/8 | 1 | 7 |
| 1.56 | .420 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 61 1/2 | 38 1/2 | 48 1/8 | 1 | 8 |
| 1.56 | .420 | Alu | 6.25 | 8.93 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 60 1/2 | 34 7/8 | 48 1/2 | 1 | 9 |
| 1.56 | .420 | Alu | 6.00 | 8.83 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 60 1/2 | 34 7/8 | 48 1/2 | 1 | 10 |
| 1.56 | .420 | Alu | 6.25 | 8.93 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 60 1/2 | 38 1/2 | 48 1/8 | 1 | 11 |
| 1.56 | .420 | Alu | 6.25 | 8.93 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | Var | Ele | 60 1/2 | 38 1/2 | 48 1/8 | 1 | 12 |
| 1.56 | .420 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 12.50 | 7 | 5.00 | Own | N | | Mu | | Vor | Fra | | Ele | 73 5/8 | 38 1/2 | 50 | 0 | 13 |
| 1.56 | .420 | Alu | 6.25 | 8.93 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 12.50 | 7 | 5.00 | Own | N | | Mu | | Vor | Fra | | Ele | 73 5/8 | 40 1/4 | 61 1/2 | 0 | 14 |
| 1.56 | .420 | | 6.25 | 8.93 | | | 2.00-4.38 | F | E4137H | 12.00 | 12.50 | 7 | 5.00 | Own | | | Mu | | Vor | | | | 73 5/8 | 40 1/4 | 61 1/2 | 0 | 15 |
| 2.50 | .682 | | 10.7 | 41.35 | | | 2.88-5.97 | F | C1040 | 18.00 | 30.00 | 7 | 5.50 | Own | | | Mu | | Vor | | | | 98 | 39 7/8 | 58 3/4 | 0 | 16 |
| 2.50 | .682 | Alu | 10.37 | 29.10 | 3 | 2 | 2.88-5.97 | F | C1040 | 18.00 | 30.00 | 7 | 5.50 | Own | N | | Mu | | Vor | Fra | | | 99 5/8 | 39 7/8 | 58 3/4 | 0 | 17 |
| 2.50 | .682 | Alu | 10.4 | 29.10 | 3 | 2 | 2.88-5.97 | F | C1040 | 18.00 | 30.00 | 7 | 5.50 | Own | N | | Mu | | Vor | Fra | Var | | 110 | 39 7/8 | 58 3/4 | 0 | 18 |
| 1.75 | .500 | | 6.25 | 9.16 | | | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | | | Mu | | Fra | | | | 65 1/2 | 59 1/2 | 24 1/8 | 2 | 19 |
| 1.75 | .500 | | 6.25 | 9.16 | | | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | | | Mu | | Fra | | | | 65 1/2 | 59 1/2 | 24 1/8 | 2 | 20 |
| 1.56 | .420 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 65 1/2 | 61 5/8 | 22 5/8 | 1 | 21 |
| 1.56 | .420 | Alu | 6.25 | 9.13 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 65 1/2 | 67 1/4 | 22 5/8 | 1 | 22 |
| 1.56 | .420 | | 6.00 | 8.83 | | | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | | | Mu | | Fra | | | | 77 1/2 | 61 5/8 | 22 5/8 | 1 | 23 |
| 1.56 | .420 | Alu | 6.25 | 8.93 | 3 | 1 | 2.00-4.38 | F | E4137H | 12.00 | 10.60 | 7 | 4.50 | Own | N | | Mu | | Fra | Fra | | Ele | 65 1/2 | 67 1/4 | 22 5/8 | 1 | 24 |
| | | AA | 4.50 | 3.04 | 3 | 2 | | F | St | 7.38 | 4.30 | 2 | 2.75 | AB | Own | C | Pi | 1777 | MH | AB | AB | E-H | 19 1/2 | 22 1/8 | 30 1/8 | | 25 |
| | | AA | 4.50 | 3.04 | 3 | 2 | | F | St | 8.88 | 4.30 | 3 | 2.75 | AB | Own | C | Pi | 1777 | MH | AB | AB | E-H | 24 5/8 | 24 5/8 | 30 1/2 | | 26 |
| | | AA | 4.50 | 3.04 | 3 | 2 | | F | St | 8.88 | 4.30 | 4 | 2.75 | AB | Own | C | Pi | 1777 | MH | AB | AB | E-H | 30 1/8 | 27 | 33 1/4 | | 27 |
| | | AA | 4.50 | 3.04 | 3 | 2 | | F | St | 8.88 | 4.30 | 5 | 2.75 | AB | Own | C | Pi | 1777 | MH | AB | AB | Ele | 36 1/4 | 27 | 33 1/4 | | 28 |
| | | AA | 4.50 | 3.04 | 3 | 2 | | F | St | 8.88 | 4.30 | 7 | 2.75 | AB | Own | C | Pi | 1777 | MH | AB | AB | Ele | 48 5/8 | 27 | 33 1/4 | | 29 |
| 1.63 | 6.63 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.03 | 6.82 | 5 | 2.75 | AB | AB | C | Pi | 1777 | MH | BK | AB | Ele | 40 | 31 5/8 | 40 3/8 | | 30 |
| 1.63 | 6.63 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.03 | 6.82 | 7 | 2.75 | AB | AB | C | Pi | 1777 | MH | BK | AB | Ele | 54 | 33 | 40 1/2 | | 31 |
| 1.63 | 6.63 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.88 | 7.01 | 5 | 3.50 | AB | AB | C | Pi | 1777 | MH | BK | AB | Ele | 47 7/8 | 47 7/8 | 39 7/8 | | 32 |
| 1.63 | 6.63 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.88 | 7.01 | 7 | 3.50 | AB | AB | C | Pi | 1777 | MH | BK | AB | AE | 65 1/2 | 47 7/8 | 43 1/4 | | 33 |
| 1.88 | .438 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.00 | 7.01 | 7 | 3.50 | AB | AB | C | Pi | 1777 | MH | BK | AB | AEI | 58 3/4 | 34 5/8 | 44 1/2 | | 34 |
| 1.88 | .438 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.88 | 7.01 | 5 | 3.50 | AB | AB | C | Pi | 1777 | MH | BK | AB | Ele | 56 5/8 | 50 | 41 7/8 | | 35 |
| 1.88 | .438 | AA | 6.06 | 5.48 | 3 | 2 | | F | 5132 | 10.00 | 7.01 | 7 | 3.50 | AB | AB | C | Pi | 1777 | MH | BK | AB | Ele | 76 1/4 | 47 1/4 | 35 5/8 | | 36 |
| 1.00 | | Alu | | | 3 | 1 | | F | | | | 2 | 2.00 | Dem | Dem | C | Pi | 1750 | AC | AC | AL | E-H | 18 | | 21 1/2 | | 37 |
| | | Alu | | | 3 | 1 | | F | | | | 2 | 2.50 | Dem | Dem | C | Pi | 1750 | AC | AC | AL | E-H | 30 | | 34 | | 38 |
| | | Alu | | | 3 | 2 | | F | | | | | | B-D | B-D | C | Pi | 2000 | AC | AC | AL | A-EI | | | | | 39 |
| 2.30 | .520 | Alu | 6.36 | 6.75 | 3 | 2 | 1.75-3.85 | F | 1141 | 11.87 | 8.25 | 3 | 4.00 | RM | AB | C | Si | 2200 | Don | Com | AL | A-EI | 32 1/4 | 28 1/4 | 40 7/8 | 1 | 40 |
| 2.30 | .520 | Alu | 6.36 | 6.75 | 3 | 2 | 1.75-3.85 | F | 1141 | 11.87 | 8.25 | 4 | 4.00 | RM | AB | C | Si | 2200 | Don | Com | AL | A-EI | 38 5/8 | 28 1/4 | 40 7/8 | 1 | 41 |
| 2.30 | .520 | Alu | 6.36 | 6.75 | 3 | 2 | 1.75-3.85 | F | 1141 | 11.87 | 8.25 | 5 | 4.00 | RM | AB | C | Si | 2200 | Don | Com | AL | A-EI | 45 1/2 | 28 1/4 | 40 7/8 | 1 | 42 |
| 2.30 | .520 | Alu | 6.36 | 6.75 | 3 | 2 | 1.75-3.85 | F | 1141 | 11.87 | 8.25 | 7 | 4.00 | RM | AB | C | Si | 2200 | Don | Com | AL | A-EI | 59 1/8 | 28 1/4 | 40 7/8 | 1 | 43 |
| | | Cl | | | 3 | 2 | | F | 1035 | | | 3 | 2.75 | Own | Own | O | Si | | AM | Fra | AL | E-H | 44 5/8 | 28 | 45 | | 44 |
| | | Cl | | | 3 | 2 | | F | 1035 | | | 4 | 2.75 | Own | Own | O | Si | | AM | Fra | AL | E-H | 54 | 30 | 46 1/2 | | 45 |
| | | Cl | | | | | | F | | | | 3 | 2.00 | Own | Own | O | Si | | AM | Fra | AL | E-H | 33 | 22 | 31 | | 46 |
| 1.37 | .313 | Cl | 5.54 | 6.82 | 3 | 2 | 1.50-4.18 | F | 1085 | 10.87 | 6.60 | 5 | 3.19 | Own | Own | O | Si | | AM | Fra | AL | Ele | 52 | 24 | 40 | | 47 |
| | | | | | | | | F | | | | 5 | | She | She | C | Si | | | | | E-H | 32 5/8 | 17 | 30 1/4 | 5 | 48 |
| 1.54 | .360 | AA | 4.63 | | 3 | 2 | 1.25-3.39 | | | 8.00 | | 5 | 3.00 | Sim | | | Mu | | AC | P-A | Luc | Ele | 31 1/2 | 23 1/2 | 36 3/4 | | 49 |
| No Valves | | AT | 5.06 | 6.10 | 4 | 2 | 1.38-3.37 | F | 1141A | 8.40 | 3.93 | 5 | 3.62 | Own | Own | C | Mu | 350 | Don | Com | DR | Ele | 38 1/2 | 28 1/4 | 33 1/4 | 2 | 50 |
| No Valves | | AT | 5.06 | 6.10 | 4 | 2 | 1.38-3.37 | F | 1141A | 8.40 | 3.93 | 5 | 3.62 | Own | Own | C | Mu | 350 | Don | Com | DR | Ele | 38 1/2 | 28 1/2 | 32 1/2 | 2 | 51 |
| 1.58 | .375 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 3 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 31 | 28 1/8 | 40 1/2 | 2 | 52 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 4 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 37 1/2 | 29 1/2 | 40 1/2 | 2 | 53 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 5 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 42 1/8 | 29 1/2 | 41 1/2 | 2 | 54 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 5 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | | | | 2 | 55 |
| 1.20 | .394 | AT | 6.00 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 5 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 43 1/2 | 45 1/8 | 40 1/8 | | 56 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 7 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 54 1/8 | 29 1/2 | 42 1/2 | 1 | 57 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 7 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | | | | 1 | 58 |
| 1.58 | .394 | AT | 6.00 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 7 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 55 1/2 | 33 1/8 | 47 1/4 | | 59 |
| 1.93 | .454 | AT | 6.50 | 11.00 | 4 | 2 | 1.63-4.34 | F | 1141A | 10.60 | 7.36 | 7 | 4.00 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 62 5/8 | 37 1/8 | 49 1/8 | 1/2 | 60 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 10 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 83 | 56 | 57 1/2 | | 61 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 14 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 94 1/2 | 56 | 57 1/2 | | 62 |
| 1.93 | .454 | AT | 6.50 | 11.00 | 4 | 2 | 1.63-4.34 | F | 1141A | 10.60 | 7.36 | 14 | 4.00 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 125 5/8 | 66 | 67 1/8 | | 63 |
| 1.58 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 28 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 181 1/2 | 57 1/8 | 68 5/8 | | 64 |
| 1.20 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 5 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 43 1/2 | 36 1/2 | 40 1/4 | | 65 |
| 1.20 | .394 | AT | 6.16 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 7 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 54 1/4 | 35 5/8 | 49 3/8 | | 66 |
| 1.52 | .454 | AT | 6.50 | | 4 | 2 | 1.63-4.33 | F | 1141A | 10.60 | 7.50 | 7 | 4.00 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 62 5/8 | 37 1/8 | 49 1/8 | | 67 |
| 1.20 | .394 | AT | 6.00 | 7.83 | 4 | 2 | 1.50-3.62 | F | 1141A | 10.12 | 6.14 | 14 | 3.50 | Own | Own | C | Mu | 450 | Don | Com | DR | Ele | 82 1/2 | 64 1/2 | 56 5/8 | | 68 |
| 1.00 | .352 | Alu | 3.58 | | 3 | 1 | .968-2.68 | F | 1035 | 6.38 | | 3 | 2.50 | RM | | | Pi | 1850 | N | Fra | DR | Ele | 44 3/4 | 24 5/8 | 28 1/8 | | 69 |
| 1.09 | .273 | AA | 3.75 | | 3 | 2 | 1.12-2.75 | F | 1035 | 7.00 | | 3 | 2.47 | RM | AB | | Pi | 1800 | Own | ACB | AL | Ele | 50 | 20 1/2 | 30 1/2 | 3 | 70 |
| 1.25 | .248 | AA | 4.31 | 4.00 | 3 | 2 | 1.25-3.31 | F | 1035 | 9.50 | | 3 | 2.88 | RM | AB | | Pi | 1850 | N | Fra | DR | Ele | 56 | 26 5/8 | 39 1/8 | 3 | 71 |
| 1.50 | .440 | Alu | 4.68 | | 3 | 2 | 1.43-3.62 | F | | 8.37 | | 7 | 2.87 | RM | AB | | Pi | 1800 | Own | Pur | DR | Ele | 67 | 28 | 27 | 3 | 72 |
| 1.66 | .546 | AA | 6.00 | | 3 | 2 | 1.50-4.00 | F | 1035 | 10.50 | 4.72 | 5 | 3.37 | AB | AB | | Pi | 1800 | Own | Fra | DA | Ele | 72 | 26 | 40 5/8 | 1 | 73 |
| 1.64 | | AA | | | 3 | 2 | | F | | | | 7 | 3.25 | RM | | | | | | | | Ele | 56 5/8 (2) | 31 1/4 | 43 1/4 | | 74 |
| 1.12 | .375 | Alu | 4.84 | 4.47 | 4 | 2 | 1.18-3.70 | F | CNM | 8.00 | 5.31 | 2 | 3.81 | AB | AB | C | Pi | 1450 | | | DR | EAH | 23 7/8 (2) | 19 3/4 | 36 5/8 | 2 | 75 |
| 1.12 | .350 | Alu | 4.03 | 3.20 | 3 | 2 | 1.12-2.87 | F | CNM | 7.75 | 4.20 | 5 | 2.75 | AB | AB | C | Pi | 1650 | | | LDA | AEL | 29 1/2 (2) | 21 1/4 | 30 7/8 | 2,4 | 76 |
| 1.25 | .369 | AA | 5.00 | 2.95 | 3 | 2 | 1.13-2.84 | F | 3140 | 8.00 | 2.72 | 5 | 2.50 | A-R | AB | C | Mu | 3000 | | | LDA | Ele | 31 1/2 | 22 1/2 | 33 | | 77 |
| 1.25 | .369 | AA | 5.00 | 3.35 | 3 | 2 | 1.13-3.03 | F | 3140 | 8.00 | 2.72 | 5 | 2.50 | A-R | AB | C | Mu | 3000 | | | LDA | Ele | 31 1/2 | 22 1/2 | 33 | | 78 |
| 1.25 | .369 | AA | 5.00 | 3.70 | 3 | 2 | 1.13-3.34 | F | 3140 | 8.00 | 2.72 | 5 | 2.50 | A-R | AB | C | Mu | 3000 | Opt | Opt | LDA | Ele | 31 1/2 (2) | 22 1/2 | 33 | | 79 |
| 1.12 | .350 | Alu | 4.03 | 3.20 | 3 | 2 | 1.12-2.87 | F | CNM | 7.75 | 4.20 | 7 | 2.75 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 38 1/8 (2) | 23 1/2 | 37 1/2 | 2,4 | 80 |
| 1.12 | .375 | Alu | 4.84 | 4.47 | 4 | 2 | 1.18-3.70 | F | CNM | 8.00 | 5.31 | 5 | 3.00 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 32 1/8 (2) | 22 1/4 | 36 | 1,5 | 81 |
| 1.25 | .369 | AA | 5.00 | | 3 | 2 | 1.13-2.84 | F | 3140 | 8.00 | 2.72 | 7 | 2.50 | A-R | AB | C | Mu | 3000 | | | LDA | Ele | 40 1/8 | 22 1/4 | 35 1/4 | | 82 |
| 1.12 | .350 | Alu | 4.03 | 3.50 | 3 | 2 | 1.12-3.00 | F | CNM | 7.75 | 4.20 | 7 | 2.75 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 38 1/8 | 23 1/2 | 37 1/2 | | 83 |
| 1.12 | .375 | Alu | 4.84 | 3.56 | 4 | 2 | 1.18-3.20 | F | CNM | 8.00 | 5.31 | 7 | 3.00 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 39 (2) | 22 1/8 | 32 1/4 | 1,3 | 84 |
| 1.31 | .375 | Alu | 4.84 | 3.56 | 3 | 2 | 1.18-3.20 | F | CNM | 8.00 | 5.31 | 7 | 3.00 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 39 (2) | 22 1/8 | 34 3/4 | 1,3 | 85 |
| 1.31 | .375 | Alu | 4.84 | 3.56 | 4 | 2 | 1.19-3.20 | F | CNM | 8.00 | 5.31 | 7 | 3.00 | AB | AB | C | Pi | 1650 | | | LDA | A-EI | 38 3/4 | 34 | 23 1/8 | | 86 |
| 1.25 | .369 | AA | 5.00 | 3.35 | 3 | 2 | 1.13-3.03 | F | 3140 | 8.00 | 2.72 | 7 | 2.50 | A-R | AB | C | Mu | 3000 | | | LDA | Ele | 40 1/8 | 22 1/2 | 35 1/4 | | 87 |
| 1.25 | .369 | AA | 5.00 | | 3 | 2 | 1.13-3.34 | F | 3140 | 8.00 | 2.72 | 7 | 2.50 | A-R | AB | C | Mu | 3000 | | | | | 40 1/8 | 22 1/2 | 35 1/4 | | 88 |

For abbreviations, see pages 214 and 215

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 DIESEL ENGINES FOR TRUCK, BUS, TRACTOR,

| Line Number | ENGINE MAKE AND MODEL | Built Under License from | GENERAL: Designed for | Type | Number of Cylinders Bore and Stroke (In.) | Cylinder Liners—Type | Cycle | Piston Displacement (Cu. In.) | With Bare Engine: Maximum Brake Hp. at Specified R.P.M. | With Standard Accessories: Max. Intermittent Hp. at Specified R.P.M. | With Standard Accessories: Continuous Sustained Hp. at Specified R.P.M. | Compression Ratio—to 1 | Max. Combustion Pressure (Lb. per Sq. In.) | B.M.E.P. at Continuous Hp. (Lb. per Sq. In.) | Weight per Continuous Hp. (Lb.) | Max. Torque in Lb. Ft. at Specified R.P.M. | Shipping Weight (Lb.): Automotive or Industrial | Shipping Weight (Lb.): Marine | VALVES: Arrangement | VALVES: Intake Port Diameter and Lift (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hercules—Continued | | | | | | | | | | | | | | | | | | | |
| 1 | DWXD | Own | T,B,Tr,M,R,I | TC | 6-4½x4¾ | D | 4 | 404 | 135-2600 | 115-2600 | 91-1800 | 15.50 | 750 | 98 | 14.8 | 320-1600 | 1350 | | VI | 1.68-.395 |
| 2 | DWXLD | Own | T,B,Tr,M,R,I | TC | 6-4½x5 | D | 4 | 426 | 142-2600 | 121-2600 | 95-1800 | 15.50 | 750 | 98 | 14.2 | 333-1600 | 1350 | | VI | 1.68-.395 |
| 3 | DWXLDF | Own | B,M,R | TC | 6-4½x5 | D | 4 | 426 | 142-2600 | 121-2600 | 90-1800 | 15.50 | 750 | 93 | 14.7 | 319-1400 | 1325 | | VI | 1.68-.395 |
| 4 | DRXB | Own | T,B,Tr,M,R,I | TC | 6-4⅝x5½ | D | 4 | 474 | 134-2200 | 114-2200 | 90-1600 | 15.00 | 750 | 95 | 17.8 | 358-1200 | 1600 | | VI | 2.00-.395 |
| 5 | TCD-501 | | T,B,Tr,M,R,I | TC | 6-4½x5½ | D | 4 | 501 | 180-2000 | 153-2000 | 122-1600 | 15.00 | 750 | 120 | 16.4 | 480-1800 | 2000 | | VI | 2.00-.395 |
| 6 | DRXC | Own | T,B,Tr,M,R,I | TC | 6-4⅝x5½ | D | 4 | 529 | 147-2200 | 125-2200 | 100-1600 | 15.00 | 750 | 95 | 16.0 | 400-1100 | 1600 | | VI | 2.00-.395 |
| 7 | DFXD | Own | T,B,M,Tr,I | TC | 6-5½x6 | D | 4 | 855 | 217-2100 | 184-2100 | 162-1600 | 14.80 | 750 | 94 | 15.4 | 645-1200 | 2500 | | VI | 2.37-.500 |
| 8 | DFXE | Own | T,B,Tr,M,R,I | TC | 6-5½x6 | D | 4 | 895 | 228-2100 | 194-2100 | 170-1600 | 14.80 | 750 | 94 | 14.7 | 680-1200 | 2500 | | VI | 2.37-.500 |
| 9 | TCD-895 | | T,B,Tr,M,R,I | TC | 6-5½x6 | D | 4 | 895 | 318-2000 | 280-2000 | 218-1600 | 14.80 | 750 | 120 | 13.7 | 846-1800 | 3000 | | VI | 2.61-.500 |
| 10 | DFXH | Own | T,B,Tr,M,R,I | TC | 6-5¾x6 | D | 4 | 935 | 260-2100 | 221-2100 | 187-1600 | 14.80 | 750 | 99 | 13.9 | 750-1200 | 2600 | | VI | 2.60-.500 |
| 11 | DFXHF | Own | B,M,R | TC | 6-5¾x6 | D | 4 | 935 | 260-2100 | 221-2100 | 187-1600 | 14.80 | 750 | 99 | 13.9 | 750-1200 | 2600 | | | 2.60-.500 |
| 12 | DNXV8D | Own | T,B,Tr,M,I | TC | 8-6¼x6 | D | 4 | 1468 | 388-1800 | 330-1800 | 280-1600 | 14.80 | 750 | 94 | 15.1 | 1100-1200 | 4200 | | VI | 2.87-.500 |
| 13 | TCD-1468 | Own | M,I | TC | 8-6¼x6 | D | 4 | 1468 | 500-1800 | 425-1800 | 345-1600 | 14.80 | 750 | 115 | 13.9 | 1380-1600 | 4800 | | VI | 2.87-.500 |
| 14 | DD130 | | Tr,M,I | DI | 3-3½x4½ | D | 4 | 130 | 35.5-2000 | 30-2000 | 26-1800 | 16.20 | 750 | 95 | 19.6 | 100-1400 | 550 | | VI | 1.44-.369 |
| 15 | DD149 | | Tr,M,I | DI | 3-3⅝x4½ | D | 4 | 149 | 40.5-2000 | 34.5-2000 | 32.2-1800 | 16.20 | 750 | 95 | 17.1 | 114-1400 | 550 | | VI | 1.44-.369 |
| 16 | DD169 | | Tr,M,I | DI | 3-4x4½ | D | 4 | 169 | 46-2000 | 39-2000 | 37-1800 | 16.20 | 750 | 96 | 14.9 | 130-1400 | 550 | | VI | 1.44-.369 |
| 17 | Hill 2R | Own | M,I | PC | 2-3½x5½ | D | 4 | 106 | 19-1500 | 17.3-1500 | 16.6-1500 | 16.00 | | 85 | 64.0‡ | 69-1200 | 1225 | 1300 | VI | 1.37-.372 |
| 18 | 4R | Own | M,I | PC | 4-3½x5½ | D | 4 | 212 | 41-1500 | 36.3-1500 | 33-1500 | 16.00 | | 85 | 44.0‡ | 142-1200 | 1615 | 1750 | VI | 1.37-.372 |
| 19 | 6R | Own | M,I | PC | 6-3½x5½ | D | 4 | 317 | 63-1500 | 55-1500 | 50-1500 | 16.00 | | 85 | 37.5‡ | 225-1200 | 2150 | 2300 | VI | 1.37-.372 |
| 20 | 4F | Own | M,I | PC | 4-3⅝x5½ | D | 4 | 243 | 48-1500 | 41-1500 | 39-1500 | 16.50 | | 90 | 41.4‡ | 175-1200 | 1615 | 1750 | VI | 1.37-.372 |
| 21 | 6F | Own | M,I | PC | 6-3⅝x5½ | D | 4 | 364 | 72-1500 | 61.5-1500 | 58-1500 | 16.50 | | 90 | 37.1‡ | 262-1200 | 2150 | 2300 | VI | 1.37-.372 |
| 22 | 6K | Own | M,I | PC | 6-4¼x5½ | D | 4 | 468 | 88-1500 | 72-1500 | 68-1500 | 17.00 | | 89 | 31.6‡ | 290-1200 | 2150 | 2300 | VI | 1.57-.372 |
| 23 | International UD-281 | | Tr,I | PC | 4-4¼x5½ | D | 4 | 281 | 67.5-1800 | 60-1800 | 48-1800 | 16.40 | | 75 | 26.0 | 202-1400 | 1250 | | VI | 1.50-.500 |
| 24 | UD-350 | Own | Tr,I | PC | 4-4½x5½ | D | 4 | 350 | 78.5-1800 | 75-1800 | 58-1800 | 15.61 | | 73 | 27.6 | 252-1250 | 1600 | | VI | 1.66-.500 |
| 25 | UD14A | Own | Tr,I | PC | 4-4¾x6½ | W | 4 | 461 | 105-1800 | 76-1400 | 60.8-1400 | 15.00 | | 75 | 29.2 | 345-1050 | 1775 | | VI | 1.78-.532 |
| 26 | UD525 | Own | I | PC | 6-4½x5½ | D | 4 | 525 | 141-2300 | 115-1800 | 86.5-1800 | 15.40 | | 72 | 28.3 | 388-1230 | 2190 | | VI | 1.66-.532 |
| 27 | UD18A | Own | Tr,I | PC | 6-4¾x6½ | W | 4 | 691 | 131-1600 | 125-1600 | 100-1600 | 16.50 | | 72 | 28.6 | 470-900 | 2860 | | VI | 1.78-.532 |
| 28 | UD1091 | Own | Tr,I | PC | 6-5¾x7 | D | 4 | 1091 | 215-1500 | 202-1500 | 152-1400 | 15.00 | | 79 | 26.9 | 820-1050 | 4095 | | VI | 2.31-.625 |
| 29 | UDT-1091 | | Tr,I | PC | 6-5¾x7 | D | 4 | 1091 | 300-1500 | 250-1500 | 200-1500 | 15.00 | | 97 | 21.5 | 1000-1250 | 4300 | | VI | 2.31-.625 |
| 30 | Mack END673 | | T,B | AS | 6-4⅞x6 | D | 4 | 672 | 170-2100 | 159.4-2100† | | 16.50 | 1250 | | | 480-1200 | 1927 | | VI | 2.05-.563 |
| 31 | ENDT673 | | T,B | AS | 6-4⅞x6 | D | 4 | 672 | 205-2100 | 190-2100 | | 16.50 | 1575 | 125 | | 560-1400 | 1930 | | VI | 2.05-.563 |
| 32 | Mercedes Benz DM636 | | C,T,Tr,M,I | PC | 4-2⅛x3⅛ | N | 4 | 108 | 46-3500 | 34.5-3000 | 31.2-3000 | 19.00 | | 80 | 12.5 | 70-1800 | 400 | 440 | VI | |
| 33 | OM312 | | T,B,Tr,M,I | PC | 6-3⅞x4⅜ | N | 4 | 280 | 110-2800 | 76-2400 | 68-2400 | 19.50 | | 80 | 11.9 | 188-1500 | 808 | 1100 | VI | |
| 34 | OM321 | | T,B,Tr,M,I | PC | 6-3⅞x4⅜ | N | 4 | 312 | 120-3000 | 92.5-2600 | 83.5-2600 | 19.50 | | 82 | 9.4 | 217-1500 | 782 | 1135 | VI | |
| 35 | OM315 | | T,B,Tr,M,I | PC | 6-4⅛x5½ | N | 4 | 505 | 155-2100 | 122.5-1800 | 110.5-1800 | 18.50 | | 97 | 16.1 | 395-1200 | 1775 | 2020 | VI | |
| 36 | OM326 | | T,B,Tr,M,I | PC | 6-5¼x5½ | N | 4 | 660 | 200-2200 | 153-1800 | 138-1800 | 19.50 | | 92 | | 468-1200 | | | VI | |
| 37 | MB837A | | T,B,Tr,M,R,I | PC | 8-6⅛x6⅜ | W | 4 | 1823 | 480-2200 | 430-2000 | 380-1800 | | | 92 | 7.4 | 1206-1600 | 2800 | | VI | |
| 38 | MB837Aa | | T,B,Tr,M,R,I | PC | 8-6⅛x6⅜ | W | 4 | 1823 | 600-2200 | 535-2000 | 485-1800 | | | 117 | 6.4 | | 3100 | | | |
| 39 | Minneapolis-Moline D206 | Own | Tr | EC | 4-3⅝x5 | N | 4 | 206 | 50-1750 | 45-1750 | | 14.90 | | 99 | | 165-1100 | | | VI | 1.25-.469 |
| 40 | D283 | Own | Tr,I | EC | 4-4¼x5 | N | 4 | 283 | 49-1300 | 46-1300 | | 14.90 | | 99 | | 210-1100 | 1590 | | VI | 1.50-.494 |
| 41 | D336 | Own | Tr | EC | 4-4⅝x5 | N | 4 | 336 | 65-1400 | 60-1400 | | 14.90 | | 101 | | 250-1100 | | | VI | 1.50-.494 |
| 42 | D425 | Own | Tr,I | EC | 6-4¼x5 | N | 4 | 425 | 83-1400 | 77-1400 | | 14.90 | | 102 | | 325-1100 | 2190 | | VI | 1.50-.494 |
| 43 | Murphy ME-4, ME-90 | Own | I,M | DI | 4-5¾x6½ | W | 4 | 675 | | 112-1200 | 96-1200 | 16.00 | | 88 | 44.8‡ | 475-950 | ‡4300 | ^6650 | V4 | 1.62-.500 |
| 44 | 11, AA-107 | Own | I,M | DI | 4-5¾x6½ | W | 4 | 675 | | 117-1200 | 107-1200 | 16.0 | | 98 | 40.3‡ | 530-800 | ‡4300 | ^6650 | V4 | 1.62-.500 |
| 45 | *111, AAA-123 | Own | I,M | DI | 4-5¾x6½ | W | 4 | 675 | | 133-1200 | 123-1200 | 16.0 | | 112 | 35.4‡ | 560-1050 | ‡4350 | ^6825 | V4 | 1.62-.500 |
| 46 | 12, AB-117 | Own | I,M | DI | 4-6x6½ | W | 4 | 735 | | 127-1200 | 117-1200 | 16.00 | | 99 | 36.8‡ | 600-750 | ‡4300 | ^6650 | V4 | 1.62-.500 |
| 47 | *112 | Own | I | DI | 4-6x6½ | W | 4 | 735 | | 149-1200 | 133-1200 | 16.0 | | 112 | 32.7 | 640-950 | ‡4350 | | V4 | 1.62-.500 |
| 48 | 20, BJ-144 | Own | I,M | DI | 6-5½x6½ | W | 4 | 927 | | 159-1200 | 144-1200 | 16.0 | | 96 | 36.1‡ | 710-600 | ‡5200 | ^8600 | V4 | 1.37-.500 |
| 49 | ^20G | | | | 6-5½x6½ | W | | 927 | | 159-1200 | 144-1200 | | | 96 | 36.1 | 700-600 | ‡5200 | | V4 | |
| 50 | *120, ABJ-155 | Own | I,M | DI | 6-5½x6½ | W | 4 | 927 | | 170-1200 | 155-1200 | 16.0 | | 103 | 34.2‡ | 740-600 | ‡5300 | ^8265 | V4 | 1.37-.500 |
| 51 | 21 | Own | I | DI | 6-5¾x6½ | W | 4 | 1013 | | 176-1200 | 161-1200 | 16.00 | | 98 | 32.3 | 825-600 | ‡5200 | | V4 | 1.62-.500 |
| 52 | *21G | | | | 6-5¾x6½ | W | | 1013 | | 176-1200 | 161-1200 | | | 98 | 32.3 | 805-600 | ‡5200 | | V4 | |
| 53 | *121 | Own | I | DI | 6-5¾x6½ | W | 4 | 1013 | | 202-1200 | 182-1200 | 16.00 | | 111 | 29.3 | 860-850 | ‡5300 | | V4 | 1.62-.500 |
| 54 | 22 | Own | I | DI | 6-6x6½ | W | 4 | 1103 | | 193-1200 | 177-1200 | 16.00 | | 99 | 29.4 | 920-600 | ‡5200 | | V4 | 1.62-.500 |
| 55 | *122 | Own | I | DI | 6-6x6½ | W | 4 | 1103 | | 221-1200 | 203-1200 | 16.00 | | 114 | 36.1 | 920-900 | ‡5300 | | V4 | 1.62-.500 |
| 56 | 211, BAA-118 | Own | I,M | DI | 4-5¾x6½ | W | 4 | 675 | | 128-1400 | 118-1400 | 16.00 | | 92 | 36.4‡ | 510-1000 | ‡4300 | ^8650 | V4 | 1.62-.500 |
| 57 | *311, CAA-133 | Own | I,M | DI | 4-5¾x6½ | W | 4 | 675 | | 143-1400 | 133-1400 | 16.00 | | 105 | 32.7‡ | 565-1000 | ‡4350 | ^6825 | V4 | 1.62-.500 |
| 58 | 212, BAB-128 | Own | I,M | DI | 4-6x6½ | W | 4 | 735 | | 138-1400 | 128-1400 | 16.00 | | 92 | 33.6‡ | 567-1000 | ‡4300 | ^6650 | V4 | 1.62-.500 |
| 59 | *312, CAB-144 | Own | I,M | DI | 4-6x6½ | W | 4 | 735 | | 154-1400 | 144-1400 | 16.00 | | 104 | 30.2‡ | 635-1000 | ‡4350 | ^6825 | V4 | 1.62-.500 |
| 60 | 220, BBJ-157 | Own | I,M | DI | 6-5½x6½ | W | 4 | 927 | | 169-1400 | 157-1400 | 16.00 | | 88 | 33.2‡ | 685-1000 | ‡5200 | ^8000 | V4 | 1.37-.500 |
| 61 | *320, CBJ-170 | Own | I,M | DI | 6-5½x6½ | W | 4 | 927 | | 182-1400 | 170-1400 | 16.00 | | 96 | 31.2‡ | 720-1000 | ‡5300 | ^8265 | V4 | 1.37-.500 |
| 62 | 221 | Own | I | DI | 6-5¾x6½ | W | 4 | 1013 | | 185-1400 | 173-1400 | 16.00 | | 90 | 30.1 | 760-1000 | ‡5200 | | V4 | 1.62-.500 |
| 63 | *321 | Own | I | DI | 6-5¾x6½ | W | 4 | 1013 | | 210-1400 | 197-1400 | 16.00 | | 103 | 26.9 | 850-1000 | ‡5300 | | V4 | 1.62-.500 |
| 64 | 222 | Own | I | DI | 6-6x6½ | W | 4 | 1103 | | 204-1400 | 190-1400 | 16.00 | | 94 | 27.4 | 835-1000 | ‡5200 | | V4 | 1.62-.500 |
| 65 | *322 | Own | I | DI | 6-6x6½ | W | 4 | 1103 | | 235-1400 | 220-1400 | 16.00 | | 105 | 24.1 | 945-1000 | ‡5300 | | V4 | 1.62-.500 |
| 66 | *21G | | | | 6-5¾x6½ | W | | 1013 | | | -1200 | | | | 29.7 | 690-1200 | ‡4700 | | V4 | |
| 67 | *22G | | | | 6-6x6½ | W | | 1103 | | 193-1200 | 177-1200 | | | | 26.6 | 760-1200 | ‡4700 | | V4 | |
| 68 | 24 | | | | 6-6⅝x6½ | W | | 1245 | | 213-1200 | 198-1200 | | | | 23.7 | 860-1200 | ‡4700 | | V4 | |
| 69 | *124 | | | | 6-6⅝x6½ | W | | 1245 | | 240-1200 | 225-1200 | | | | 21.3 | 970-1200 | ‡4800 | | V4 | |
| 70 | *220G | | | | 6-5½x6½ | W | | 927 | | 169-1400 | 157-1400 | | | | 29.9 | 570-1400 | ‡4700 | | V4 | |
| 71 | *221G | | | | 6-5¾x6½ | W | | 1013 | | 185-1400 | 173-1400 | | | | 27.2 | 640-1400 | ‡4700 | | V4 | |
| 72 | *222G | | | | 6-6x6½ | W | | 1103 | | 204-1400 | 190-1400 | | | | 24.8 | 700-1400 | ‡4700 | | V4 | |
| 73 | 224 | | | | 6-6⅝x6½ | W | | 1245 | | 230-1400 | 214-1400 | | | | 21.9 | 790-1400 | ‡4700 | | V4 | |
| 74 | *324 | | | | 6-6⅝x6½ | W | | 1245 | | 257-1400 | 241-1400 | | | | 19.9 | 890-1400 | ‡4800 | | V4 | |
| 75 | *24G | | | | 6-6⅝x6½ | W | | 1245 | | 213-1200 | 198-1200 | | | | 23.7 | 1010-600 | 4700 | | V4 | |
| 76 | *224G | | | | 6-6⅝x6½ | W | | 1245 | | 230-1400 | 214-1400 | | | | 21.9 | 910-1000 | 4700 | | V4 | |
| 77 | AAB-134 | Own | M | DI | 4-6x6½ | W | 4 | 735 | | | 134-1200 | 16.00 | | 112 | 50.9 | 640-950 | | 6825 | V4 | 1.62-.500 |
| 78 | BA-163 | Own | M | DI | 6-5¾x6½ | W | 4 | 1013 | | | 163-1200 | 16.00 | | 98 | 49.1 | 825-600 | | 8000 | V4 | 1.62-.500 |
| 79 | BB-179 | Own | M | DI | 6-6x6½ | W | 4 | 1103 | | | 179-1200 | 16.00 | | 99 | 44.7 | 920-600 | | 8000 | V4 | 1.62-.500 |
| 80 | ABA-184 | Own | M | DI | 6-5¾x6½ | W | 4 | 1013 | | | 184-1200 | 16.00 | | 111 | 44.9 | 860-850 | | 8265 | V4 | 1.62-.500 |
| 81 | BD-200 | | M | | 6-6⅝x6½ | W | | 1245 | | | 200-1200 | | | | | 860-1200 | | | V4 | |
| 82 | ABB-205 | Own | M | DI | 6-6x6½ | W | 4 | 1103 | | | 205-1200 | 16.00 | | 114 | 40.3 | 950-900 | | 8265 | V4 | 1.62-.500 |
| 83 | ABD-227 | | M | | 6-6⅝x6½ | W | | 1245 | | | 227-1200 | | | | | 970-1200 | | | V4 | |
| 84 | BBA-175 | Own | M | DI | 6-5¾x6½ | W | 4 | 1013 | | | 175-1400 | 16.00 | | 90 | 45.6 | 760-1000 | | 8000 | V4 | 1.62-.500 |
| 85 | BBB-192 | Own | M | DI | 6-6x6½ | W | 4 | 1103 | | | 192-1400 | 16.00 | | 94 | 41.6 | 835-1000 | | 8000 | V4 | 1.62-.500 |
| 86 | CBA-199 | Own | M | DI | 6-5¾x6½ | W | 4 | 1013 | | | 199-1400 | 16.00 | | 103 | 41.5 | 850-1000 | | 8265 | V4 | 1.62-.500 |
| 87 | CBB-222 | Own | M | DI | 6-6x6½ | W | 4 | 1103 | | | 222-1400 | 16.00 | | 105 | 37.2 | 945-1000 | | 8265 | V4 | 1.62-.500 |
| 88 | CBD-243 | | M | | 6-6⅝x6½ | W | | 1245 | | | 243-1400 | | | | | 890-1400 | | | V4 | |

For abbreviations, see pages 214 and 215

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# MARINE, RAILCAR, OR INDUSTRIAL USE—*continued*

| VALVES | | PISTON | | | | | PISTON PIN | | CONNECTING RODS | | | MAIN BEARINGS | | INJECTION SYSTEM | | | | | | | STARTING METHOD | | OVERALL DIMENSIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exhaust Port Diameter and Lift (In.) | | Material | Length (In.) | Weight with Rings and Pin (Lb.) | No. of Compression Rings | No. of Oil Rings | Diameter and Length (In.) | Locked In— | Materials (S. A. E. No.) | Center to Center Length (In.) | Weight with Cap and Bushing (Lb.) | Number | Diameter (In.) | Make of Pump | Make of Valve | Valve Type—Open or Closed | Orifices | Pressure—Nozzle Opening (Lb. per Sq. In.) | Air Cleaner—Make | Fuel Filter—Make | Make | Type | Length—Fan to Flywheel (In.) | Width (In.) | Height—To Top of Air Cleaner (In.) | Clutch Housing (S. A. E. Numbers) | Line Number |
| 1.25 | .395 | Alu | 4.84 | 4.47 | 3 | 2 | 1.50-3.62 | F | CNM | 8.50 | 7.00 | 7 | 3.50 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 44 3/16 (2) | 27 | 42 1/4 | 1,3 | 1 |
| 1.25 | .395 | Alu | 4.84 | 4.47 | 3 | 2 | 1.50-3.62 | F | CNM | 8.50 | 7.00 | 7 | 3.50 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 44 3/16 (2) | 27 | 42 1/4 | 1,3 | 2 |
| 1.25 | .395 | Alu | 4.84 | 4.47 | 3 | 2 | 1.50-3.62 | F | CNM | 8.50 | 7.00 | 7 | 3.50 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 55 1/16 (2) | 39 7/16 | 17 1/4 | 1,3 | 3 |
| 1.37 | .395 | Alu | 6.84 | 7.08 | 4 | 2 | 1.62-3.75 | F | CNM | 9.37 | 8.59 | 7 | 3.50 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 46 3/16 (2) | 25 7/16 | 38 5/16 | 1,2 | 4 |
| 1.37 | .395 | AA | 6.84 | 8.90 | 4 | 2 | 1.62-3.84 | F | CNM | 9.37 | 8.59 | 7 | 3.50 | AB | AB | C | Pi | 1650 | | | LDA | AE | 49 3/16 | 27 1/16 | 42 5/16 | | 5 |
| 1.37 | .395 | Alu | 6.84 | 7.93 | 4 | 2 | 1.62-3.93 | F | CNM | 9.37 | 8.59 | 7 | 3.50 | AB | AB | C | Pi | 1650 | | | LDA | AEG | 48 3/16 (2) | 25 7/16 | 39 5/16 | 1,2 | 6 |
| 1.62 | .500 | Alu | 7.53 | 12.37 | 4 | 2 | 2.00-4.65 | F | CNM | 12.00 | 13.75 | 7 | 4.50 | AB | AB | C | Pi | 2000 | | | LDA | AEG | 61 5/16 (2) | 30 5/16 | 46 3/4 | 0,1 | 7 |
| 1.62 | .500 | Alu | 7.53 | 12.34 | 4 | 2 | 2.00-4.65 | F | CNM | 12.00 | 13.75 | 7 | 4.50 | AB | AB | C | Pi | 2000 | | | LDA | AEG | 61 5/16 (2) | 30 5/16 | 46 3/4 | 0,1 | 8 |
| 1.91 | .500 | Alu | 7.53 | 12.34 | 4 | 2 | 2.00-4.65 | F | CNM | 12.00 | 13.75 | 7 | 4.50 | AB | AB | C | Pi | 2000 | | | LDA | AEG | 73 1/2 | 30 5/16 | 46 | | 9 |
| 1.90 | .500 | Alu | 7.53 | 12.60 | 4 | 2 | 2.00-4.90 | F | CNM | 12.00 | 13.75 | 7 | 4.50 | AB | AB | C | Pi | 2000 | | | LDA | AEG | 61 5/16 (2) | 30 | 47 3/4 | 0,1 | 10 |
| 1.62 | .500 | Alu | 7.53 | 12.34 | 4 | 2 | 2.00-4.65 | F | CNM | 12.00 | 13.75 | 7 | 4.50 | AB | AB | C | Pi | 2000 | | | LDA | AEG | 61 1/2 (2) | 48 1/16 | 31 5/16 | 0,1 | 11 |
| 2.12 | .500 | Alu | 7.53 | 12.90 | 4 | 2 | 2.00-5.40 | F | CNM | 13.25 | | 5 | 4.50 | AB | AB | C | Pi | 2000 | | | LD | AEG | 56 5/16 (2) | 42 | 55 3/4 | 0,1 | 12 |
| 2.12 | .500 | Alu | 7.53 | 12.90 | 4 | 2 | 2.00-5.40 | F | CNM | 13.25 | | 5 | 4.50 | AB | AB | C | Pi | 2000 | | | LD | AEG | 76 (2) | 42 | 55 3/4 | 0,1 | 13 |
| 1.25 | .369 | AA | 5.00 | 2.95 | 3 | 2 | 1.13-2.84 | F | 3140 | 8.00 | 2.72 | 4 | 2.50 | B-R | AB | C | Mu | 3000 | Opt | Opt | LDA | Ele | 26 | 22 1/16 | 32 1/4 | | 14 |
| 1.25 | .369 | AA | 5.00 | 3.35 | 3 | 2 | 1.13-3.03 | F | 3140 | 8.00 | 2.72 | 4 | 2.50 | B-R | AB | C | Mu | 3000 | Opt | Opt | LDA | Ele | 26 | 22 1/16 | 32 1/4 | | 15 |
| 1.25 | .369 | AA | 5.00 | 3.70 | 3 | 2 | 1.18-3.34 | F | 3140 | 8.00 | 2.72 | 4 | 2.50 | B-R | AB | C | Mu | 3000 | Opt | Opt | LDA | Ele | 26 | 22 1/16 | 32 1/4 | | 16 |
| 1.37 | .372 | Lyn | 4.87 | 2.83 | 3 | 2 | 1.50-2.72 | F | 4140 | 13.25 | 7.3 | 3 | 2.93 | AB | A-E | C | Pi | 1800 | Uni | Fra | AL | E-H | 35 | 25 | 40 | 1 | 17 |
| 1.37 | .372 | Lyn | 4.87 | 2.83 | 3 | 2 | 1.50-2.72 | F | 4140 | 13.25 | 7.3 | 5 | 2.93 | AB | A-E | C | Pi | 1800 | Uni | Fra | AL | Ele | 47 1/2 | 25 | 40 | 1 | 18 |
| 1.37 | .372 | Lyn | 4.87 | 2.83 | 3 | 2 | 1.50-2.72 | F | 4140 | 13.25 | 7.3 | 7 | 2.93 | AB | A-E | C | Pi | 1800 | Uni | Fra | AL | Ele | 58 | 27 | 45 | 1 | 19 |
| 1.37 | .372 | Lyn | 4.87 | 3.25 | 3 | 2 | 1.50-2.96 | F | 4140 | 13.25 | 7.3 | 5 | 2.93 | AB | AB | C | Pi | 1800 | Uni | Fra | AL | Ele | 47 1/2 | 25 | 40 | 1 | 20 |
| 1.37 | .372 | Lyn | 4.87 | 3.25 | 3 | 2 | 1.50-2.96 | F | 4140 | 13.25 | 7.3 | 7 | 2.93 | AB | AB | C | Pi | 1800 | Uni | Fra | AL | Ele | 58 | 27 | 45 | 1 | 21 |
| 1.37 | .372 | Lyn | 4.87 | 4.81 | 3 | 2 | 1.50-3.46 | F | 4140 | 13.25 | 7.3 | 7 | 2.93 | AB | AB | C | Pi | 1800 | Uni | Fra | AL | Ele | 58 | 27 | 45 | 1 | 22 |
| 1.31 | .500 | AA | 5.70 | | 3 | 2 | 1.31-3.25 | F | 1040 | 10.00 | 7.48 | 5 | 3.75 | Own | Own | C | Si | 900 | Don | C-P | Own | E-G | 38 1/2 | 23 1/16 | 39 5/16 | | 23 |
| 1.47 | .500 | AA | 6.44 | 6.64 | 3 | 2 | 1.50-3.71 | F | 1040 | 11.00 | 8.88 | 5 | 4.13 | Own | Own | C | Si | 900 | Don | Pur | Own | GS | 41 1/2 | 24 1/16 | 53 1/4 | 1 | 24 |
| 1.53 | .532 | AA | 6.19 | 7.36 | 4 | 2 | 1.62-4.09 | F | 1040 | 13.25 | 12.06 | 5 | 3.25 | Own | Own | C | Si | 900 | Don | Pur | Own | GS | 47 1/4 | 28 5/16 | 54 5/16 | 1 | 25 |
| 1.41 | .532 | AA | 6.44 | 6.75 | 3 | 2 | 1.50-3.71 | F | 1040 | 11.00 | 8.88 | 7 | 3.56 | Own | Own | C | Si | 900 | Don | Pur | Own | GS | 56 3/4 | 30 1/16 | 55 7/16 | 1 | 26 |
| 1.53 | .532 | AA | 6.19 | 7.53 | 4 | 2 | 1.62-4.10 | F | 1040 | 13.25 | 12.06 | 7 | 3.50 | Own | Own | C | Si | 900 | Don | Pur | Own | GS | 60 1/16 | 31 5/16 | 59 | 0 | 27 |
| 1.88 | .625 | AA | 7.50 | 12.79 | 3 | 2 | 1.88-5.00 | F | 1040 | 13.25 | 15.81 | 7 | 4.12 | Own | Own | C | Si | 900 | Don | Pur | Own | GS | 71 1/16 | 32 1/16 | 81 5/16 | 0 | 28 |
| 1.88 | .625 | AA | 7.50 | | 3 | 2 | 1.88-5.00 | F | 1040 | 13.25 | 15.84 | 7 | 4.13 | Own | Own | C | Si | 900 | Don | Pur | Own | E-G | 70 1/16 | 32 1/16 | 55 5/16 | | 29 |
| 1.69 | .563 | AA | 5.64 | 7.07 | 3 | 2 | 1.63-4.22 | F | 4130 | 11.25 | 7.75 | 7 | 4.00 | AB | AB | C | Mu | 2300 | Vor | Pur | LDI | A-EI | 53 1/2 | 26 1/2 | 46 1/4 | 1 | 30 |
| 1.69 | .563 | AA | 5.64 | 7.07 | 3 | 2 | 1.63-4.22 | F | 4130 | 11.25 | 7.75 | 7 | 4.00 | AB | AB | C | Mu | 2300 | Vor | Pur | LDI | A-EI | 53 1/2 | 34 | 46 1/2 | | 31 |
| | | AA | | | 3 | 2 | | | | | | 3 | | R-B | | | Pi | | | B-K | R-B | Ele | 28 5/16 | 20 1/2 | 32 1/4 | | 32 |
| | | AA | | | 4 | 2 | | | | | | 7 | | R-B | | | Pi | | | B-K | R-B | Ele | 37 1/4 | 25 5/16 | 41 1/4 | | 33 |
| | | AA | | | 4 | 2 | | | | | | 7 | | R-B | | | Pi | | | B-K | R-B | Ele | 37 1/4 | 25 5/16 | 41 1/4 | | 34 |
| | | AA | | | 4 | 2 | | | | | | 7 | | R-B | | | Pi | | | B-K | R-B | Ele | 55 | 27 5/16 | 45 1/4 | | 35 |
| | | AA | | | 4 | 2 | | | | | | 7 | | R-B | | | Pi | | | B-K | R-B | Ele | 55 | 27 5/16 | 45 1/4 | | 36 |
| | | AA | | | 3 | 2 | | | | | | 5 | | R-B | | | Pi | | | | R-B | Ele | 49 | 41 1/16 | 41 1/4 | | 37 |
| | | AA | | | 3 | 2 | | | | | | 5 | | R-B | | | Pi | | | | R-B | Ele | 50 | 41 1/16 | 41 1/4 | | 38 |
| 1.17 | .470 | AA | 4.43 | 3.03 | 3 | 1 | 1.25-3.10 | F | 1041 | 8.75 | 3.12 | 3 | (1) | AB | AB | C | Pi | 1800 | Don | Own | DR | Ele | 35 | 20 | 38 7/16 | | 39 |
| 1.38 | .495 | AA | 5.06 | 4.72 | 3 | 2 | 1.50-3.62 | F | 1041 | 10.00 | 6.96 | 3 | 2.91 | AB | AB | C | Pi | 1800 | Don | Own | DR | Ele | 42 1/4 | 24 7/16 | 40 1/16 | 2,3 | 40 |
| 1.38 | .495 | AA | 5.06 | 5.37 | 3 | 2 | 1.50-3.88 | F | 1041 | 10.00 | 6.96 | 3 | 2.91 | AB | AB | C | Pi | 1800 | Don | Own | DR | Ele | 33 1/2 | 39 5/16 | 24 | | 41 |
| 1.38 | .495 | AA | 5.06 | 4.72 | 3 | 2 | 1.50-3.62 | F | 1041 | 10.00 | 6.96 | 4 | 2.91 | AB | AB | C | Pi | 1800 | Don | Own | DR | Ele | 57 | 24 5/16 | 42 5/16 | 1,2,3 | 42 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 43 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 44 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 45 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 46 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 47 |
| 1.37 | .500 | CI | 7.75 | 19.7 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 75 1/16 | 37 | 60 1/2 | 00 | 48 |
| | | | | | | | | F | | | | 7 | 4.00 | Own | Own | | | | | | | Ele | 75 1/16 | 37 | 77 1/16 | | 49 |
| 1.37 | .500 | CI | 7.75 | 19.7 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 75 1/16 | 37 | 54 1/2 | 00 | 50 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 60 1/2 | 00 | 51 |
| | | | | | | | | F | | | | 7 | 4.00 | Own | Own | | | | | | | Ele | 75 1/16 | 37 | 77 1/16 | | 52 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 54 1/2 | 00 | 53 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 77 1/16 | 00 | 54 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 54 1/2 | 00 | 55 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 56 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 57 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 58 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 29 1/16 | 62 7/16 | 0 | 59 |
| 1.37 | .500 | CI | 7.75 | 19.7 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 60 1/2 | 0 | 60 |
| 1.37 | .500 | CI | 7.75 | 19.7 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 54 1/2 | 0 | 61 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 60 1/2 | 0 | 62 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 54 1/2 | 0 | 63 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 60 1/2 | 0 | 64 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 54 1/2 | 0 | 65 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 75 1/16 | 37 | 77 1/16 | | 66 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 75 1/16 | 37 | 77 1/16 | | 67 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 76 1/16 | 37 | 64 1/16 | | 68 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 76 1/16 | 37 | | | 69 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 37 | | | 70 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 37 | | | 71 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 37 | | | 72 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 37 | 64 1/4 | | 73 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 37 | | | 74 |
| | | | | | | | | F | DFS | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 38 | 63 | | 75 |
| | | | | | | | | F | DFS | | | 7 | 4.00 | | | | | | | | | Ele | 77 1/16 | 38 | 63 | | 76 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 5 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 58 1/2 | 25 1/16 | 62 7/16 | 0 | 77 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 60 1/2 | 00 | 78 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 64 1/2 | 00 | 79 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 54 1/2 | 00 | 80 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 76 1/16 | 37 | 64 1/16 | | 81 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 76 1/16 | 37 | 54 1/2 | 00 | 82 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ele | 76 1/16 | 37 | | | 83 |
| 1.62 | .500 | CI | 7.75 | 23.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 60 1/2 | 0 | 84 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 60 1/2 | 0 | 85 |
| 1.62 | .500 | CI | 7.75 | 22.2 | 4 | 2 | 2.12-4.73 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 54 1/2 | 0 | 86 |
| 1.62 | .500 | CI | 7.75 | 23.7 | 4 | 2 | 2.12-4.98 | F | 1045 | 12.50 | 17.75 | 7 | 4.00 | Own | Own | | Mu | | Don | Own | | Ele | 77 1/16 | 37 | 54 1/2 | 0 | 87 |
| | | | | | | | | | | | | 7 | 4.00 | | | | | | | | | Ela | 77 1/16 | 37 | | | 88 |

For abbreviations, see pages 211 and 215

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

# 1958 DIESEL ENGINES FOR TRUCK, BUS, TRACTOR,

| Line Number | ENGINE MAKE AND MODEL | Built Under License from | Designed for | GENERAL: Type | Number of Cylinders Bore and Stroke (In.) | Cylinder Liners—Type | Cycle | Piston Displacement (Cu. In.) | With Bare Engine: Maximum Brake Hp. at Specified R.P.M. | With Standard Accessories: Max. Intermittent Hp. at Specified R.P.M. | With Standard Accessories: Continuous Sustained Hp. at Specified R.P.M. | Compression Ratio—to 1 | Max. Combustion Pressure (Lb. per Sq. In.) | B.M.E.P. at Continuous Hp. (Lb. per Sq. In.) | Weight per Continuous Hp (Lb.) | Max. Torque in Lb. Ft. at Specified R.P.M. | Shipping Weight Lb.: Automotive or Industrial | Shipping Weight Lb.: Marine | VALVES: Arrangement | Intake Port Diameter and Lift (In.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Oliver Super 99D | Lanova | Tr | EC | 8-4x1 | D | 4 | 302 | | 65-1675 | 55-1675 | 15.50 | 480 | 86 | 17.5 | 230-1200 | 961 | | VI | 1.38 .344 |
| 2 | Super 166D | Lanova | I | EC | 4-3½x3¾ | W | 4 | 144 | | 33-2000 | 28.1-1800 | 15.50 | 480 | 85 | 22.1 | 106-1500 | 620 | 650 | VI | 1.25 .344 |
| 3 | Super 177D | Lanova | I | EC | 6-3½x3¾ | W | 4 | 216 | | 44-2000 | 39-1800 | 15.50 | 480 | 80 | 20.1 | 165-1200 | 784 | 870 | VI | 1.25 .344 |
| 4 | Super 188D | Lanova | I | EC | 6-3¾x4 | W | 4 | 265 | | 54-2000 | 48-1800 | 15.50 | 480 | 88 | 19.1 | 203-1200 | 916 | 920 | VI | 1.38 .344 |
| 5 | Super 199D | Lanova | I | EC | 6-4x4 | D | 4 | 302 | | 66-2000 | 57-1800 | 15.50 | 480 | 86 | 17.2 | 230-1200 | 981 | 1240 | VI | 1.38 .344 |
| 6 | Super 225D | | I | TC | 6-4½x5¼ | D | 4 | 529 | 130-1800 | 110-1800 | 100-1800 | 15.00 | 750 | 95 | 23.4 | 400-1200 | 2344 | | VI | 2.00 .955 |
| 7 | 550DSL | Lanova | Tr | EC | 4-3½x3¾ | W | 4 | 144 | | 37-2000 | 31.5-2000 | 15.50 | | 87 | 16.4 | 106-1500 | 516 | | VI | 1.17 .360 |
| 8 | 770DSL | Lanova | Tr | EC | 6-3½x3¾ | W | 4 | 216 | | | | 15.50 | | | | | 652 | | VI | 1.17 .313 |
| 9 | 880DSL | Lanova | Tr | EC | 6-3¾x4 | W | 4 | 265 | | | | 15.50 | | | | | 720 | | VI | 1.37 .344 |
| 10 | Onan DSP | | I | PC | 1-3½x3½ | N | 4 | 33.7 | | 5.79-2000 | 5.5-1800 | 17.30 | | 66 | 67.3 | 14.7-1800 | 370 | | I | 1.31 .271 |
| 11 | DRP | | I | PC | 2-3½x3½ | N | 4 | 67.3 | | 14.8-2400 | 11-1800 | 17.30 | | 77 | 49.4 | 34.2-2100 | 543 | | I | 1.31 .271 |
| 12 | DSL | | I | PC | 1-3½x3½ | N | 4 | 33.7 | | 6.8-1800 | 6.5-1800 | 19.50 | | 94 | 66.5 | 21.0-1800 | 432 | | VI | 1.31 .355 |
| 13 | MDSL | | M | PC | 1-3½x3½ | N | 4 | 33.7 | | 6.8-1800 | 6.5-1800 | 19.50 | | 94 | 73.4 | 21.0-1800 | | 477 | | 1.31 .355 |
| 14 | P&H 287C-18A | | T,B,Tr,M,R,I | DI | 2-4½x5½ | W | 2 | 174 | 95-1800 | 82-1800 | 66-1800 | 16.00 | 1200 | 73 | 14.8♣ | 270-1200 | 975 | 1635 | VI | No Valves |
| 15 | 387C-18A | | T,B,Tr,M,R,I | DI | 3-4½x5½ | W | 2 | 261 | 144-1800 | 128-1800 | 103-1800 | 16.00 | 1200 | 75 | 11.6♣ | 425-1300 | 1190 | 2120 | VI | No Valves |
| 16 | 487C-18A | | T,B,Tr,M,R,I | DI | 4-4½x5½ | W | 2 | 348 | 200-1800 | 180-1800 | 144-1800 | 16.00 | 1200 | 80 | 10.4♣ | 600-1350 | 1500 | 2530 | VI | No Valves |
| 17 | 687C-18A | | T,B,Tr,M,R,I | DI | 6-4½x5½ | W | 2 | 522 | 280-1800 | 255-1800 | 205-1800 | 16.00 | 1200 | 75 | 8.9♣ | 825-1300 | 1820 | 3000 | VI | No Valves |
| 18 | Red Wing D4-45 | Wau | M | TC | 4-3½x3¾ | W | 4 | 144 | 45-2400 | 40-2400 | 32-2000 | 17.00 | 850 | 88 | 45.6 | 90-1400 | | 1460 | VI | 1.25 .312 |
| 19 | D6-100 | Wau | M | TC | 6-4x4 | D | 4 | 302 | 100-2600 | 90-2400 | 80-2000 | 17.00 | 750 | 105 | | | | | VI | 1.38 .344 |
| 20 | D6-140 | Wau | M | TC | 6-4¼x5 | D | 4 | 426 | 140-2400 | 120-2200 | 100-2000 | 17.00 | | 93 | | | | | | 1.75 .451 |
| 21 | D6-160 | | M | TC | 6-5¼x6 | W | 4 | 779 | 168-2000 | 138-2000 | 102-1400 | 17.50 | 750 | 80 | 42.2 | 600-1000 | | 4310 | VI | 2.25 .500 |
| 22 | D6-200 | | M | TC | 6-6¼x6½ | W | 4 | 1197 | 225-1600 | 185-1600 | 152-1300 | 16.50 | 750 | 83 | 42.2 | 845-1000 | | 4310 | VI | 2.37 .656 |
| 23 | Scripps 7000-1, 2, 3 | | M | TC | 4-4¼x4½ | D | 4 | 255 | 79-2600 | 68-2600 | 53-1800 | 15.00 | 750 | 91 | 23.6 | 185-1400 | | 1485 | VI | 2.37 .728 |
| 24 | 8500-1, 2, 3 | | M | TC | 6-3¾x4½ | D | 4 | 298 | 84-2600 | 71-2600 | 59-1800 | 15.00 | 750 | 88 | 25.2 | 208-1500 | | 1485 | VI | 1.62 .375 |
| 25 | Sheppard 17-A | | Tr,M,I | PC | 2-3½x4 | W | 4 | 76.8 | 20-2000 | 15-1800 | 13.5-1800 | 22.0 | | 77 | 35.1♣ | 80-1800 | 474 | 490 | VI | 1.44 .209 |
| 26 | 19 | | M,I | PC | 4-3½x4 | W | 4 | 154 | 42-2000 | 31-1800 | 28-1800 | 22.0 | | 80 | 26.8♣ | 80-1800 | 750 | 770 | VI | 1.44 .209 |
| 27 | 16 | | Tr,M,I | PC | 4-4½x5 | W | 4 | 319 | 73.5-1800 | 56-1800 | 51.5-1800 | 22.0 | | 80 | 29.0 | 190-1075 | 1500 | | VI | 1.56 |
| 28 | Sterling VD6 | | M,R,I | DI | 6-8x9 | W | 4 | 2714 | | 330-1200 | 325-1200 | 14.00 | 1000 | 80 | 28.2♣ | 1685-1000 | 9160 | 8850 | VI | 2.37 .728 |
| 29 | VDS6S | | M,R,I | DI | 6-8x9 | W | 4 | 2714 | 750-1200† | 660-1200 | 563-1200 | 11.35 | 1340 | 137 | 17.4♣ | | 9775 | 12770 | VI | 2.37 .728 |
| 30 | VDS8S | | M,R,I | DI | 8-8x9 | W | 4 | 3619 | 1000-1200† | 850-1200 | 750-1200 | 11.35 | 1340 | 137 | 16.2♣ | 3310-1000 | 12100 | 17000 | VI | 2.37 .728 |
| 31 | Superior 40-6 | | M,I | DI | 6-8½x10½ | W | 4 | 3575 | | | 425-1000 | 12.20 | 800 | 80 | 44.5♣ | | 14500 | 16000 | VI | 3.12 .875 |
| 32 | 40-X-6 | | M,I | DI | 6-8½x10½ | W | 4 | 3575 | | | 700-1000 | 12.20 | 900 | 120 | 31.6♣ | | 15500 | 17000 | VI | 3.12 .775 |
| 33 | 40L | | R | DI | 6-8½x10½ | W | 4 | 3575 | | | 375-1100 | 12.00 | 800 | 76 | 50.6 | | 19000 | | V4 | 3.06 .697 |
| 34 | 40LX | | R | DI | 6-8½x10½ | W | 4 | 3575 | | | 500-1100 | 12.00 | 860 | 102 | 46.0 | | 23000 | | V4 | 3.06 .620 |
| 35 | 40ALX | | R | DI | 6-8½x10½ | W | 4 | 3575 | | | 675-1100 | 12.00 | 1200 | 136 | 34.1 | | 23000 | | V4 | 3.06 .620 |
| 36 | 40C-LX-6 | | | | 6-8½x10½ | W | 4 | 3575 | | | 675-1100 | | | 136 | 22.4 | | 15100 | | VI | 3.63 |
| 37 | 40C-LX-8 | | M,R,I | DI | 8- | W | 4 | 4767 | | | 900-1100 | | | 136 | 20.5 | | 18410 | | VI | 3.63 |
| 38 | 40-SX-8 | | M,I | DI | 8-8½x10½ | W | 4 | 4767 | | | 900-1000 | | | 156 | 22.2♣ | | 20000 | 19500 | VI | 3.94 |
| 39 | Waukesha 180-DLC | | T,Tr,I | TC | 4-3½x3¾ | W | 4 | 144 | 45-2400 | 41-2400 | 31-2000 | 17.00 | 750 | 71 | 18.3 | 102-1800 | 475 | | VI | 1.25 .312 |
| 40 | 185-DLC | | T,Tr,I | TC | 4-3½x3¾ | W | 4 | 216 | 60-2400 | 54-2400 | 44-2000 | 17.00 | 750 | 69 | 18.1 | 152-1000 | 800 | | VI | 1.25 .312 |
| 41 | 190-DLCA | | T,Tr,I | TC | 6-3¾x4 | W | 4 | 265 | 84-2800 | 76-2800 | 58-2000 | 17.00 | 750 | 69 | 18.9 | 191-1400 | 868 | | VI | 1.37 .349 |
| 42 | 195-DLCA | | T,Tr,I | TC | 6-4x4 | D | 4 | 302 | 98-2800 | 88-2800 | 67-2000 | 17.00 | 750 | 81 | 15.6 | 221-1800 | 965 | | VI | 1.56 .344 |
| 43 | 135-DKB | | T,B,Tr | TC | 6-4¼x5 | D | 4 | 426 | 147-2800 | 132-2800 | 99-2000 | 17.50 | 750 | 88 | 16.3 | 328-1600 | 1396 | | VI | .456 |
| 44 | *135-DKBS | | T,B,Tr | TC | 6-4¼x5 | D | 4 | 426 | 185-2800 | 166-2800 | 121-2000 | 17.50 | 750 | 112 | 12.3 | 400-1800 | 1486 | | VI | 1.75 .456 |
| 45 | 148-DKB | | T,B | TC | 6-5¼x6 | W | 4 | 779 | 200-2100 | 180-2100 | 147-1800 | 17.50 | 750 | 79 | 16.4 | 584-1000 | 2320 | | VI | 2.25 .477 |
| 46 | *148-DKBS | | T,B | TC | 6-5¼x6 | W | 4 | 779 | 280-2100 | 252-2100 | 194-1800 | 17.50 | 750 | 110 | 12.6 | 706-1800 | 2445 | | VI | 2.25 .477 |
| 47 | WAKD8 | | T,I | TC | 6-6¼x6½ | W | 4 | 1197 | 258-1800 | 232-1800 | 195-1600 | 16.50 | 750 | 69 | 22.8 | 840-1000 | 3800 | | VI | 2.37 .656 |
| 48 | *WAKD8S | | T,I | TC | 6-6¼x6½ | W | 4 | 1197 | 352-1800 | 317-1800 | 259-1600 | 16.50 | 750 | 101 | 16.1 | 1062-1600 | 3925 | | VI | 2.37 .656 |
| 49 | NKD8 | | I | TC | 6-7x8¼ | W | 4 | 1905 | 297-1200 | 267-1200 | 238-1200 | 17.00 | 750 | 76 | 43.6 | 1383- 600 | 9285 | | VI | 2.87 .709 |
| 50 | *NKD8S | | I | TC | 6-7x8¼ | W | 4 | 1905 | 390-1200 | 351-1200 | 312-1200 | 17.00 | 750 | 99 | 30.2 | 1730-1000 | 9435 | | VI | 2.87 .709 |
| 51 | LRD8 | | I | TC | 6-8½x8½ | W | 4 | 2894 | 415-1200 | 373-1200 | 332-1200 | 15.00 | 750 | 77 | 34.3 | 2160- 600 | 10300 | | VI | 3.25 .704 |
| 52 | *LRD8S | | I | TC | 6-8½x8½ | W | 4 | 2894 | 695-1200 | 625-1200 | 556-1200 | 15.00 | 750 | 100 | 26.9 | 2545-1000 | 10450 | | VI | 3.25 .704 |
| 53 | VLRD8 | | I | TC | 12-8½x8½ | W | 4 | 5788 | 830-1200 | 747-1200 | 664-1200 | 17.00 | | 92 | 19.5 | 4330- 600 | 15500 | | VI | 3.25 |
| 54 | *VLRD8S | | I | TC | 12-8½x8½ | W | 4 | 5788 | 1235-1200 | 1110-1200 | 988-1200 | 17.00 | | 80 | 14.9 | 5070- 900 | 16300 | | VI | 3.25 |
| 55 | 197-DLC | | T,B,Tr,M,I | PC | 6-4x4 | D | 4 | 302 | 91-2800 | 82-2800 | 65-2000 | 18.50 | | 85 | 12.3 | 216-1600 | 800 | | | .344 |
| 56 | 197-DLCS | | T,B,Tr,M,I | PC | 6-4x4 | D | 4 | 302 | 131-2800 | 118-2800 | 84-2000 | 18.50 | | 110 | 10.1 | 275-1800 | 850 | | VI | .344 |
| 57 | Witte AD | | I | PC | 1-3½x4½ | W | 4 | 37.3 | 4.8-1200 | 4.12-1200 | 3.75-1200 | 18.00 | 700 | 71 | 211 | 21-1200 | 798 | | VI | 1.31 .320 |
| 58 | BD | | I | PC | 1-4½x6 | W | 4 | 85.1 | 10- 900 | 8.5- 900 | 7.75- 900 | 16.50 | 700 | 82 | 173 | 58- 900 | 1320 | | VI | 1.56 .406 |
| 59 | CD | | I | PC | 1-5x8 | W | 4 | 157 | 15.5- 750 | 13.75-750 | 12.5- 750 | 16.70 | 700 | 84 | 149 | 109- 750 | 1860 | | VI | 2.13 .531 |
| 60 | 100 | | Tr,M,R,I | PC | 2-4x4 | W | 4 | 101 | 25.2-1800 | | 18-1800 | 20.00 | 800 | 83 | 47.2 | 73-1800 | 850 | | HI | 1.56 .332 |

**ABBREVIATIONS**

■—Without fan or muffler.
♣—Based on automotive or industrial weight.
*—Supercharged.
●—Bottom of gear box to top of heat exchanger.
‡—Including base.
♦—Includes radiator.
▼—146-2000 for buses.
†—With all accessories.
‡‡—Bottom of base to highest point on engine.
△—Includes reverse and reduction gear.
•—Dual fuel engine; diesel oil or natural gas.
□—Based on standard truck engine.
††—Air cooled.

(1)—Front and center, 2.75; rear, 3.00.
(2)—Fan to flywheel housing.
(4)—To engine center line.
(5)—All models are available with governed speed of 1400 RPM.
(12)—From bottom of pan to air cleaner mounting flange.
(15)—Including radiator and gear box.
**A**—Air.
**AA**—Aluminum Alloy.
**AB**—American Bosch.
**AC**—AC Spark Plug Co.
**ACB**—AC or Bosch.
**AE**—Air or electric.
**A-E**—American Bosch or Ex-Cell-O Corp.
**AEG**—Air, electric or auxiliary gasoline engine.
**AEI**—Air, electric or inertia.
**A-EI**—Air or Electric.
**AI**—Auto-Lite (electric), Ingersoll-Rand (air).
**AL**—Electric Auto-Lite Co.
**Alu**—Aluminum.
**AM**—Air-Maze Corp.
**AR**—Airtex.
**A-R**—American Bosch or Roosa Master.
**AS**—Air-swirl, direct injection.
**AT**—Arma Steel, tin plated.
**B**—Buses.
**BB**—Bendix or Bosch.
**B-D**—Bosch or Demco.
**B-F**—Bosch and Fram.
**BFC**—Bosch, Fram and Cuno.
**B-K**—Bosch or Knecht.
**B-R**—Bosch or Roosa.
**BS**—Bosch or Scintilla.
**Bur**—Burgess.
**C**—Closed.
**Cb**—Commercial and Bosch.
**CB**—Cuno and Bosch.
**C-F**—Cuno and Fram.
**CI**—Cast Iron.
**CNM**—Chrome-nickel molybdenum.
**Com**—Commercial Filters Corp.
**Cont**—Continental Motors Corp.
**C-P**—Commercial or Purolator.
**Cun**—Cuno Engineering Corp.
**D**—Dry liners used.
**DA**—Delco-Remy and Auto-Lite.
**DeL**—DeLuxe Products Corp.
**Dem**—Demco.
**DFS**—Drop forged steel.
**DI**—Direct injection.
**D-M**—Donaldson or Air Maze.
**D-N**—Delco-Remy or Novo.
**Don**—Donaldson Co.

***For Directory of the Engine Manufacturers listed above, see Table of Contents***

# MARINE, RAILCAR, OR INDUSTRIAL USE—*concluded*

| VALVES | | PISTON | | | | | PISTON PIN | | CONNECTING RODS | | | MAIN BEARINGS | | INJECTION SYSTEM | | | | | | STARTING METHOD | | OVERALL DIMENSIONS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exhaust Port Diameter and Lift (In.) | | Material | Length (In.) | Weight with Rings and Pin (Lb.) | No. of Compression Rings | No. of Oil Rings | Diameter and Length (In.) | Locked In— | Materials (S. A. E. No.) | Center to Center Length (In.) | Weight with Cap and Bushing (Lb.) | Number | Diameter (In.) | Make of Pump | Make of Valve | Valve Type—Open or Closed | Orifices | Pressure—Nozzle Opening (Lb. per Sq. In.) | Air Cleaner—Make | Fuel Filter—Make | Make | Type | Length—Fan to Flywheel (In.) | Width (In.) | Height—To Top of Air Cleaner (In.) | Clutch Housing (S. A. E. Numbers) | Line Number |
| 1.18 | .344 | AA | 4.44 | | 3 | 1 | 1.25 | 3.44 | F | 1045 | 6.75 | 3.75 | 4 | 2.63 | AB | AB | C | Pi | 1750 | Don | Fra | DR | Ele | 41 | 21¼ | 33½ | | 1 |
| 1.13 | .344 | AA | 3.75 | 2.25 | 3 | 1 | 1.25 | 2.75 | F | 1045 | 6.75 | 2.69 | 3 | 2.25 | AB | AB | C | Pi | 1750 | Don | Fra | DR | Ele | 31½ | 22 | 34½ | 4 | 2 |
| 1.13 | .344 | AA | 3.75 | 3.25 | 3 | 1 | 1.25 | 2.75 | F | 1045 | 6.75 | 2.69 | 4 | 2.25 | AB | AB | C | Pi | 1750 | Don | Fra | DR | Ele | 40½ | 22 | 33½ | 4 | 3 |
| 1.18 | .344 | AA | 4.19 | 5.44 | 3 | 1 | 1.25 | 3.00 | F | 1045 | 6.75 | 2.94 | 4 | 2.63 | AB | AB | C | Pi | 1750 | Don | Fra | DR | Ele | 41½ | 22 | 34½ | 3 | 4 |
| 1.18 | .344 | AA | 4.44 | | 3 | 1 | 1.25 | 3.44 | F | 1045 | 6.75 | 3.75 | 4 | 2.63 | AB | AB | C | Pi | 1750 | Don | Fra | DR | Ele | 43½ | 22 | 34½ | 3 | 5 |
| 1.37 | .395 | AA | 6.84 | 8.90 | 4 | 2 | 1.63 | 3.94 | F | CNM | 9.37 | 8.59 | 7 | 3.50 | RM | AB | C | Pi | 1650 | Don | Com | DR | Ele | 49½ | 27½ | 48½ | | 6 |
| 1.05 | .360 | AA | 3.75 | | 3 | 1 | 1.25 | 2.75 | F | 1045 | 6.75 | 2.69 | 3 | 2.25 | AB | AB | C | Pi | 1750 | Don | F-A | DR | Ele | 30½ | 18½ | 32¼ | | 7 |
| 1.05 | .281 | AA | 3.75 | | 3 | 1 | 1.25 | 2.75 | F | 1045 | 6.75 | 2.69 | 4 | 2.25 | AB | AB | C | Pi | 1750 | Don | F-A | DR | Ele | 39½ | 18½ | 31¼ | | 8 |
| 1.03 | .344 | AA | 4.19 | | 3 | 1 | 1.25 | 3.00 | F | 1045 | 6.75 | 2.94 | 4 | 2.63 | AB | AB | C | Pi | 1750 | Don | F-A | DR | Ele | 41½ | 18½ | 33¾ | | 9 |
| 1.22 | .265 | Van | 4.13 | 2.25 | 3 | 2 | 1.25 | 3.25 | F | 1040 | 6.13 | 2.61 | 2 | 2.75 | Dem | Dem | C | Pi | 1800 | Don | Fra | Own | Ha | 22⅝ | 21⅝ | 31½ | | 10 |
| 1.22 | .265 | Van | 4.13 | 2.25 | 3 | 2 | 1.25 | 3.25 | F | 1040 | 6.13 | 2.61 | 2 | 2.75 | Dem | Dem | C | Pi | 1800 | Don | Fra | AL | Ele | 23 | 30¼ | 27 | | 11 |
| 1.22 | .355 | Van | 4.13 | 2.73 | 3 | 1 | 1.25 | 3.25 | F | 1040 | 6.13 | 2.61 | 2 | 2.75 | Dem | Dem | C | Pi | 1750 | Fra | Fra | Own | Ele | 20½ | 22 | 26⅛ | | 12 |
| 1.22 | .355 | Van | 4.13 | 2.73 | 3 | 1 | 1.25 | 3.25 | F | 1040 | 6.13 | 2.61 | 2 | 2.75 | Dem | Dem | C | Pi | 1750 | Don | Fra | Own | Ele | 14½ | 22 | 26⅛ | | 13 |
| 2.30 | .550 | AA | 6.35 | 7.13 | 4 | 2 | | | | 4140 | 11.84 | 8.40 | 3 | 4.00 | BB | B-D | C | Si | 2200 | D-M | Ff | Al | A-El | 34½ | 28¼ | 40⅞ | 1 | 14 |
| 2.30 | .550 | AA | 6.35 | 7.13 | 4 | 2 | | | | 4140 | 11.84 | 8.40 | 4 | 4.00 | BB | B-D | C | Si | 2200 | D-M | Ff | Al | A-El | 43 | 28¼ | 42⅛ | 1 | 15 |
| 2.30 | .550 | AA | 6.35 | 7.13 | 4 | 2 | | | | 4140 | 11.84 | 8.40 | 5 | 4.00 | BB | B-D | C | Si | 2200 | D-M | Ff | Al | A-El | 45½ | 28¼ | 42⅛ | 1 | 16 |
| 2.30 | .550 | AA | 6.35 | 7.13 | 4 | 2 | | | | 4140 | 11.84 | 8.40 | 7 | 4.00 | BB | B-D | C | Si | 2200 | D-M | Ff | Al | A-El | 59½ | 28¼ | 42⅛ | 1 | 17 |
| 1.00 | .281 | CI | 4.75 | 3.28 | 3 | 2 | 1.25 | 2.75 | F | 1045 | 6.75 | 1.97 | 3 | 2.25 | AB | AB | C | Pi | 1800 | Opt | Opt | DR | Ele | 42⅞ | 24⅛ | 29⅝ | 2 | 18 |
| 1.18 | .344 | AA | 4.18 | 2.75 | 3 | 2 | 1.25 | 3.44 | F | 1045 | 6.75 | 4.00 | 4 | 2.63 | AB | | | SP | 1800 | N | B-F | DR | Ele | 59½ | 26 | 32 | | 19 |
| 1.50 | .375 | AA | 4.94 | 4.30 | 3 | 1 | 1.50 | 3.63 | F | 1045 | 9.50 | 5.75 | 7 | 3.25 | AB | | | | 1800 | | B-F | DR | Ele | 62 | 24½ | 35 | | 20 |
| 1.81 | .531 | Alu | 7.25 | | 4 | 2 | 1.87 | 4.50 | F | 4145 | 11.75 | | 7 | 4.25 | AB | AB | C | Pi | 2000 | Opt | Com | DR | Ele | 74½ | 32⅝ | 47⅞ | 0 | 21 |
| 2.00 | .656 | Alu | | | 3 | 2 | 2.18 | 5.37 | F | 4145 | 13.25 | | 7 | 4.75 | AB | AB | C | Pi | 2000 | Opt | Com | DR | Ele | 88½ | 34⅛ | 51½ | 0 | 22 |
| 1.12 | .375 | Alu | 4.84 | 4.47 | 4 | 2 | 1.18 | 3.70 | F | CNM | 8.00 | 5.31 | 5 | 3.00 | AB | AB | C | Pi | 1650 | AC | Pur | DR | Ele | 46½ | 24¼ | 32¼ | 4 | 23 |
| 1.12 | .375 | Alu | 4.84 | 3.56 | 4 | 2 | 1.18 | 3.20 | F | CNM | 8.00 | 5.31 | 3 | 3.00 | AB | AB | C | Pi | 1650 | AC | Pur | DR | Ele | 53⅞ | 24¼ | 32¼ | 4 | 24 |
| 1.44 | .209 | CI | 3.81 | 2.26 | 3 | 2 | 1.06 | 2.93 | F | Fg | 8.00 | 2.30 | 3 | 2.25 | Own | Own | O | Si | 3 | AM | Fra | AL | E-H | 22½ | 16½ | 26 | | 25 |
| 1.44 | .209 | CI | 3.81 | 2.26 | 3 | 2 | 1.06 | 2.93 | F | Fg | 8.00 | 2.30 | 5 | 2.25 | Own | Own | O | Si | 3 | AM | Fra | AL | E-H | 32⅝ | 16½ | 26 | | 26 |
| 1.56 | | CI | 5.48 | | 3 | 2 | 1.50 | 3.75 | F | Fg | 10.88 | | 5 | 3.19 | Own | Own | O | Si | 3 | AM | Fra | AL | Ele | 40½ | 20½ | 38⅛ | | 27 |
| 2.37 | .728 | Alu | 10.25 | 30.59 | 4 | 2 | 3.00 | 6.93 | F | 4340 | 18.00 | 46.05 | 7 | 6.00 | BB | BB | C | Mu | 3000 | Opt | Cun | LN | A-El | | | | 00 | 28 |
| 2.37 | .728 | AA | 9.62 | 26.25 | 4 | 1 | 3.00 | 6.93 | F | 4340 | 18.00 | 46.05 | 7 | 6.00 | AB | AB | C | Mu | 3300 | AM | Cun | LN | Ele | 114½ | 39¼ | 64 | 00 | 29 |
| 2.37 | .728 | AA | 9.62 | 26.25 | 4 | 1 | 3.00 | 6.93 | F | 4340 | 18.00 | 46.05 | 9 | 6.00 | AB | AB | C | Mu | 3300 | AM | Cun | LN | Ele | 134½ | 39¼ | 64 | 00 | 30 |
| 3.12 | .875 | CI | 13.69 | 86.20 | 4 | 3 | 3.50 | 7.00 | F | 1045 | 21.00 | 75.00 | 7 | 6.00 | B-D | B-D | C | Mu | 3300 | AM | Pur | Own | A | 112 | 40 | 70 | | 31 |
| 3.12 | .775 | CI | 13.69 | 86.20 | 4 | 3 | 3.50 | 7.00 | F | 1045 | 21.00 | 75.00 | 7 | 6.00 | B-D | B-D | C | Mu | 3300 | AM | Pur | Own | A | 148 | 48 | 70 | | 32 |
| 3.06 | .697 | CI | 11.72 | 73.10 | 4 | 3 | 3.50 | 7.00 | F | 1045 | 21.00 | 67.10 | 7 | 6.00 | BB | BB | C | Mu | 3000 | AM | Pur | Opt | Ele | 129 | 56 | 74 | | 33 |
| 3.06 | .620 | CI | 11.72 | 73.10 | 4 | 3 | 3.50 | 7.00 | F | 1045 | 21.00 | 67.10 | 7 | 6.00 | BB | BB | C | Mu | 3500 | AM | Pur | Opt | Ele | 148 | 56 | 74 | | 34 |
| 3.06 | .620 | CI | 11.72 | 73.10 | 4 | 3 | 3.50 | 7.00 | F | 1045 | 21.00 | 67.10 | 7 | 6.00 | BB | BB | C | Mu | 3500 | AM | Pur | Opt | Ele | 148 | 56 | 74 | | 35 |
| 3.38 | | CI | 12.30 | | 4 | 2 | 3.50 | 3.50 | F | | | | 6 | 5.75 | BB | | | | | AM | Pur | Own | A | 154½ | 57 | 89¼ | | 36 |
| 3.38 | | CI | 12.30 | | 4 | 2 | 3.50 | 3.50 | F | | | | 8 | 5.75 | BB | | | | | AM | Pur | Own | A | 188½ | 59½ | 83⅛ | | 37 |
| 3.06 | | CI | 12.50 | | 4 | 2 | 3.50 | 7.00 | F | 1045 | 21.00 | | 9 | 6.00 | BB | BB | C | Mu | | AM | Pur | Own | A | 128½ | 47¼ | 70 | | 38 |
| 1.00 | .281 | AA | 4.75 | | 3 | 2 | 1.25 | 2.75 | F | 1045 | 6.75 | | 3 | 2.25 | AB | AB | C | Pi | 1800 | Opt | Opt | Opt | Ele | 30½ | 19 | 27¼ | 4 | 39 |
| 1.00 | .281 | AA | 4.18 | | 3 | 2 | 1.25 | 2.75 | F | 1045 | 6.75 | | 4 | 2.25 | AB | AB | C | Pi | 1800 | Opt | Opt | Opt | Ele | 40½ | 22 | 29 | 3 | 40 |
| 1.12 | .349 | AA | 4.18 | | 3 | 2 | 1.25 | 3.00 | F | 1045 | 6.75 | | 4 | 2.63 | AB | AB | C | Pi | 1500 | Opt | Opt | Opt | Ele | 42½ | 22 | 29 | 3 | 41 |
| 1.37 | .344 | AA | 4.43 | | 3 | 2 | 1.25 | 3.43 | F | 1045 | 6.75 | | 4 | 2.63 | AB | AB | C | Pi | 1500 | Opt | Opt | Opt | Ele | 43 | 25¾ | 30 | 3 | 42 |
| 1.50 | .375 | AA | 4.94 | | 3 | 1 | 1.50 | 3.62 | F | 1045 | 9.50 | | 7 | 3.25 | AB | AB | C | Pi | 1800 | Opt | Opt | Opt | Ele | 47⅝ | 26 | 34½ | 3 | 43 |
| 1.50 | .375 | AA | 4.94 | | 3 | 1 | 1.50 | 3.62 | F | 1045 | 9.50 | | 7 | 3.25 | AB | AB | C | Pi | 1800 | Opt | Opt | Opt | Ele | 47⅝ | 26 | 41½ | 3 | 44 |
| 1.81 | .507 | AA | 7.25 | | 4 | 2 | 1.87 | 4.50 | F | 4145 | 11.75 | | 7 | 4.50 | AB | AB | C | Pi | 2000 | Opt | Opt | DRW | E-G | 55½ | 28½ | 47⅛ | 0,1 | 45 |
| 1.81 | .507 | AA | 7.25 | | 4 | 2 | 1.87 | 4.50 | F | 4145 | 11.75 | | 7 | 4.50 | AB | AB | C | Pi | 2000 | Opt | Opt | DRW | E-G | 55½ | 28½ | 55¼ | 0,1 | 46 |
| 2.00 | .656 | AA | 8.37 | | 2 | 2 | 2.18 | 5.37 | F | 4145 | 13.25 | | 7 | 4.75 | AB | AB | C | Pi | 2000 | Opt | Opt | DRW | E-G | 66⅝ | 33 | 50⅞ | 0 | 47 |
| 2.00 | .656 | AA | 8.37 | | 4 | 2 | 2.18 | 5.37 | F | 4145 | 13.25 | | 7 | 4.75 | AB | AB | C | Pi | 2000 | Opt | Opt | DRW | E-G | 65⅝ | 33 | 62½ | 0 | 48 |
| 2.50 | .709 | AA | 9.75 | | 2 | 2 | 2.50 | 6.03 | F | 4145 | 15.38 | | 7 | 5.25 | AB | AB | C | Pi | 2000 | Opt | Opt | Own | G | 78½ | 48 | 60¼ | 00 | 49 |
| 2.50 | .709 | AA | 9.75 | | 4 | 2 | 2.50 | 6.03 | F | 4145 | 15.38 | | 7 | 5.25 | AB | AB | C | Pi | 2000 | Opt | Opt | Own | G | 78½ | 48 | 60¼ | 00 | 50 |
| 2.75 | .704 | AA | 11.34 | | 4 | 1 | 3.00 | 7.00 | F | 4145 | 21.38 | | 7 | 5.50 | AB | AB | C | Pi | 2000 | Opt | Opt | Own | G | 97½ | 49¼ | 69⅛ | 00 | 51 |
| 2.75 | .704 | AA | 11.34 | | 4 | 2 | 3.00 | 7.00 | F | 4145 | 21.38 | | 7 | 5.50 | AB | AB | C | Pi | 2000 | Opt | Opt | Own | G | 113½ | 49¼ | 69⅛ | 0 | 52 |
| 2.75 | | AA | | | 4 | 2 | 3.00 | 7.00 | F | 4145 | 18.00 | | 7 | 6.25 | AB | | | Pi | | | | Own | G | 130 | 67 | 75½ | | 53 |
| 2.75 | | AA | | | 4 | 2 | 3.00 | 7.00 | F | 4145 | 18.00 | | 7 | 6.25 | AB | | | Pi | | | | Own | G | 130 | 67 | 75½ | | 54 |
| | .344 | Alu | 4.19 | | | | 1.25 | 3.44 | F | 1045 | 6.75 | | 7 | 2.63 | RM | AB | C | Pi | 1850 | | Fra | DR | Ele | 44½ | 22½ | 32⅛ | | 55 |
| | .344 | Alu | 4.19 | | 3 | 2 | 1.25 | 3.44 | F | 1045 | 6.75 | | 7 | 2.63 | RM | AB | C | Pi | 1850 | | Fra | DR | Ele | 44½ | 24½ | 39½ | | 56 |
| 1.19 | .320 | AA | 4.44 | 2.25 | 4 | 1 | 1.25 | 2.72 | F | 1045 | 8.50 | 3.23 | 2 | TR | AB | AB | C | Pi | 1900 | Uni | AR | AL | E-H | 30½ | 23½ | 36 | | 57 |
| 1.56 | .406 | CI | 7.31 | 9.15 | 4 | 1 | 1.75 | 3.50 | F | 1045 | 15.00 | 8.80 | 2 | TR | AB | AB | C | Pi | 1600 | Uni | AR | AL | E-H | 45½ | 38⅜ | 41½ | | 58 |
| 1.88 | .531 | CI | 8.19 | 14.73 | 4 | 2 | 1.81 | 4.22 | F | 1045 | 18.00 | 16.73 | 2 | TR | AB | AB | C | Pi | 1900 | Uni | AR | AL | E-H | 53½ | 46⅜ | 48½ | | 59 |
| 1.56 | .332 | AA | 4.75 | 3.50 | 4 | 2 | 1.44 | 3.38 | F | 1035 | 8.00 | 4.80 | 2 | 3.00 | RM | AB | C | Pi | 1800 | Vor | Com | DR | Ele | 38½ | 39 | 25 | | 60 |

**DR**—Delco-Remy Div.
**DRW**—Delco or Waukesha.
**EAH**—Air, Electric, or Hand.
**EC**—Energy cell.
**E-G**—Electric or auxiliary gasoline engine.
**E-H**—Electric or hand.
**Ele**—Electric.
**F**—Floating.
**F-A**—Fram or American Bosch.
**Ff**—Fulflo.
**Fg**—Forging.
**Fra**—Fram Corp.
**G**—Auxiliary gasoline engine.
**GS**—Gasoline and spark ignition.
**Ha**—Hand.
**Hes**—Hesselman.
**HI**—Horizontally In-head.
**I**—Industrial.
**LB**—Leece Neville or Buda.

**L-D**—Leece Neville or Delco Remy.
**LDA**—Leece-Neville Delco-Remy or Autolite.
**LDI**—Leece-Neville, Delco-Remy or Ingersoll Rand.
**LN**—Leece Neville Co.
**Luc**—Lucas.
**Lyn**—Lynite.
**M**—Marine.
**MH**—Mann and Hummel.
**Mic**—Michiana Products Corp.
**MW**—Marine Work Boat.
**Mu**—Multiple.
**N**—No or None.
**O**—Open.
**O-D**—Own or Delco-Remy.
**ODS**—Own, Delco-Remy and Schwitzer.
**Opt**—Optional.
**P-A**—Purolator or AC.

**PC**—Precombustion chamber.
**Pi**—Pintle.
**P-S**—Purolator or Stewart-Warner.
**Pur**—Purolator Products, Inc.
**R**—Railcars.
**RB**—Roller bearings.
**R-B**—Robert Bosch.
**RM**—Roessa-Master.
**s**—Shaft horsepower.
**Sc**—Scintilla Magneto Div.
**SC**—Swirl chamber.
**Sh**—Shaft torque; Shaft RPM.
**She**—Sheppard.
**Si**—Single.
**Sim**—Simms.
**SP**—Single and pintle.
**St**—Steel.
**T**—Trucks.
**TC**—Turbulence chamber.
**Tr**—Tractors.

**TR**—Tapered roller bearings.
**Uni**—United Air Cleaner Div.
**VI**—Vertically In-Head.
**V2**—Vertically in-head, 2 inlets used.
**V4**—Vertically in-head, 2 exhaust and 2 intake valves per cylinder.
**Van**—Vanasil.
**Var**—Various.
**Vor**—Vortex.
**Vwg**—Varies with gear.
**W**—Wet liners used.
**Wau**—Waukesha.
**W-L**—WGB Oil Clarifier or Luberfiner.
**WP**—Winslow or Purolator.
**Win**—Winslow Filter.
**WIP**—Wix or Purolator.

***For Directory of the Engine Manufacturers listed above, see Table of Contents***

# SMALL GASOLINE ENGINES 1958

| MAKE AND MODEL | | Designed for Use | Number of Cycles | ENGINE | | | | | | | | | | | GOV-ERNOR | | Ignition System Type | FUEL SYSTEM | | Fuel Used | Starting Method |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Type | No. of Cylinders | Bore and Stroke (In.) | Total Displacement (Cu. In.) | Compression Ratio (to —1) | Valve Location | Horsepower Rated at RPM | Horsepower Continuous at RPM | Torque—Lb. Ft. at RPM | | Weight (Lb.) | Used | Type | | Type | Make | | |
| **AIR COOLED** | | | | | | | | | | | | | | | | | | | | | |
| Briggs & Stratton | 6B | General Purpose | 4 | Ver | 1 | 2⅛x1½ | 6.30 | 5.90 | L | 2.25 3600 | 1.90 3600 | 3.29 3600 | | 23 | Y | Pn | Mag | Car | Own | G | Rb |
| | 6B-H | Lm, Tils, In | 4 | Hor | 1 | 2⅛x1½ | 6.30 | 5.90 | L | 2.25 3600 | 1.90 3600 | 3.29 3600 | | 19¼ | Y | Pn | Mag | Car | Own | G | Rb |
| | 6B-S | Ha, Af, Lm | 4 | Ver | 1 | 2⅛x1½ | 6.30 | 5.90 | L | 1.75 3200 | 1.40 3200 | 2.85 3200 | | 21 | Y | Pn | Mag | Car | Own | G | Rb |
| | 6B-HS | Lm, Tils, In | 4 | Hor | 1 | 2⅛x1½ | 6.30 | 5.90 | L | 1.75 3200 | 1.40 3200 | 2.45 3200 | | 18½ | Y | Pn | Mag | MV | Own | G | Rb |
| | 8B-H | Lm, Tils, In | 4 | Hor | 1 | 2⅝x1¾ | 7.75 | 6.00 | L | 2.75 3600 | 2.34 3600 | 4.02 3600 | | 19½ | Y | Pn | Mag | Car | Own | G | Rb |
| | 8B | General Purpose | 4 | Ver | 1 | 2⅝x1¾ | 7.75 | 6.00 | L | 2.75 3600 | 2.34 3600 | 4.02 3600 | | 25 | Y | Pn | Mag | Car | Own | G | Rb |
| | 9 | General Purpose | 4 | Ver | 1 | 2¼x2¼ | 8.95 | 5.40 | L | 3.35 3600 | 2.82 3600 | 4.90 3600 | | 61 | Y | Me | Mag | Car | Own | G | Hbp |
| | 14 | General Purpose | 4 | Ver | 1 | 2⅝x2⅝ | 14.21 | 5.40 | L | 5.25 3600 | 4.42 3600 | 7.60 3600 | | 76 | Y | Me | Mag | Car | Own | G | Hbp |
| | 19 | General Purpose | 4 | Ver | 1 | 3x2⅝ | 18.56 | 5.60 | L | 7.00 3600 | 5.95 3600 | 10.20 3600 | | 78 | Y | Me | Mag | Car | Own | G | Hbp |
| | 23A | General Purpose | 4 | Ver | 1 | 3x3¼ | 22.97 | 5.90 | L | 9.00 3600 | 7.62 3600 | 15.75 3600 | | 98 | Y | Fb | Mag | Car | Own | G | Hbp |
| Clinton | VS-200 | Lm | 2 | Hor | 1 | 1⅞x1⅝ | 4.50 | | | 2.00 3800 | | | | 16 | Y | Pn | Mag | Car | O-C | GO | Rre |
| | A-400 | Lm, Au | 2 | Ver | 1 | 2¼x1⅝ | 5.76 | | | | | | | 20 | | | Mag | Car | Own | GO | Rr |
| | AVS-400 | Lm | 2 | Hor | 1 | 2¼x1⅝ | 5.76 | | | 2.50 3800 | | | | 19 | Y | Pn | Mag | Car | O-C | GO | Rre |
| | VS-400 | Lm | 2 | Hor | 1 | 2¼x1⅝ | 5.76 | | | 2.50 3800 | | | | 17½ | Y | Pn | Mag | Car | O-C | GO | Rre |
| | BVS-400 | Lm | 2 | Hor | 1 | 2¼x1⅝ | 5.76 | | | 2.50 3800 | | | | 19 | Y | Pn | Mag | Car | O-C | GO | Rre |
| | D-700 | GS, Pu, Af, Lm | 4 | Ver | 1 | 2¼x1⅞ | 6.65 | | L | 2.00 3600 | | | | 42 | Y | Fb | Mag | Car | O-C | G | Rr |
| | 100 | GS, Pu, Af, Lm | 4 | Ver | 1 | 2⅝x1⅝ | 7.20 | | L | 2.50 3600 | | | | 21 | Y | Pn | Mag | Car | O-C | | Rr |
| | A-2100 | Af, Lm, Tils | 4 | Ver | 1 | 2⅝x1⅝ | 7.20 | | L | 2.00 3600 | | | | 21 | Y | Pn | Mag | Car | O-C | G | Rr |
| | VS-2100 | Lm | 4 | Hor | 1 | 2⅝x1⅝ | 7.20 | | L | 2.00 3600 | | | | 19 | Y | Pn | | Car | O-C | G | Rre |
| | VS-100 | Lm, Tils | 4 | Hor | 1 | 2⅝x1⅝ | 7.20 | | L | 2.50 3600 | | | | 19 | Y | Pn | Mag | Car | O-C | | Ele |
| | 900 | General Purpose | 4 | Ver | 1 | 2⅝x1⅞ | 8.30 | | L | 3.00 3600 | | | | 42 | Y | Fb | Mag | Car | O-C | G | Rr |
| | 3100 | GS,Pu,Af,Lm,Tils | 4 | Ver | 1 | 2⅝x1⅞ | 8.30 | | L | 3.00 3600 | | | | 22 | Y | Pn | Mag | Car | Own | G | Rr |
| | VS-3100 | Lm, Tils | 4 | Hor | 1 | 2⅝x1⅞ | 8.30 | | L | 3.00 3600 | | | | 19 | Y | Pn | Mag | Car | O-C | G | Rre |
| | AUS-3100 | Lm, Tils | 4 | Hor | 1 | 2⅝x1⅞ | 8.30 | | L | 3.00 3600 | | | | 20 | Y | Pn | Mag | Car | Own | G | Rre |
| | VS-1000 | GS, Pu, Lm, Tils | 4 | Hor | 1 | 2⅝x1⅞ | 8.30 | | L | 3.00 3600 | | | | 34 | Y | Pn | Mag | Car | Own | G | Rre |
| | AUS-1000 | Tils, Lm | 4 | Hor | 1 | 2⅝x1⅞ | 8.30 | | L | 3.00 3600 | | | | 34½ | Y | Pn | Mag | Car | Own | G | Rre |
| | VS-1100 | GS, Pu, Lm, Tils | 4 | Hor | 1 | 2⅝x2¼ | 9.50 | | L | 3.50 3600 | | | | 34 | Y | Pn | Mag | Car | Own | G | Rre |
| | AVS-1100 | Tils, Lm | 4 | Hor | 1 | 2⅝x2¼ | 9.50 | | L | 3.50 3600 | | | | 34½ | Y | Pn | Mag | Car | Own | G | Rre |
| | A-1200 | General Purpose | 4 | Ver | 1 | 2⅞x2¼ | 10.20 | | L | 4.00 3600 | | | | 43½ | Y | Fb | Mag | Car | Own | | Rre |
| | VS-1200 | GS, Pu, Lm, Tils | 4 | Hor | 1 | 2⅞x2¼ | 10.20 | | L | 4.00 3600 | | | | 40 | Y | Pn | Mag | Car | | G | Rr |
| | 1600 | General Purpose | 4 | Ver | 1 | 2⅞x2⅝ | 16.30 | | L | 6.30 3200 | | | | 89 | Y | Fb | Mag | Car | Cart | G | ER |
| | 2500 | General Purpose | 4 | Ver | 1 | 3¼x3¼ | 25.00 | | L | 9.00 3700 | | | | 104 | Y | Fb | Mag | Car | Cart | G | HEA |
| | A-2500 | General Purpose | 4 | Ver | 1 | 3¼x3¼ | 25.00 | | L | 10.30 3600 | | | | 104 | Y | Fb | Mag | Car | Cart | G | HE |
| Continental | AU10 | General Purpose | 4 | (b) | 1 | 2⅝x2 | 10.80 | 5.75 | L | 4.00 3800 | 3.40 3600 | 4.90 3000 | | 38 | Y | MA | Mag | Car | Til | G | BR |
| | AU10R* | General Purpose | 4 | (b) | 1 | 2⅝x2 | 10.80 | 5.75 | L | 4.00 600 | 3.40 600 | 29.40 500 | | 43 | Y | MA | Mag | Car | Til | G | BR |
| Cushman | Husky-M6 | General Purpose | 4 | Ver | 1 | 2⅝x2⅜ | 12.30 | 4.40 | L | 4.10 3800 | 3.50 3200 | 5.80 2600 | | 80 | Y | Fb | Mag | Car | Til | G | Pe |
| | Husky-M7 | General Purpose | 4 | Ver | 1 | 2⅝x2¾ | 14.90 | 5.10 | L | 6.10 3800 | 5.40 3200 | 9.00 2600 | | 82 | Y | Fb | Mag | Car | Til | G | Pe |
| | Husky-M8 | General Purpose | 4 | Ver | 1 | 2⅞x2¾ | 17.80 | 5.90 | L | 7.30 3800 | 6.70 3200 | 11.50 2600 | | 84 | Y | Fb | Mag | Car | Til | G | Pe |
| | Husky-M9 | General Purpose | 4 | Ver | 1 | 3x2¾ | 19.40 | 6.40 | L | 8.00 3800 | 7.50 3200 | 13.20 2600 | | 86 | Y | Fb | Mag | Car | Til | G | PE |
| Gravely | L | Garden Tractor | 4 | Ver | 1 | 3¼x3½ | 29.50 | 5.00 | L | 5.00 2500 | 4.00 2500 | 6.60 2500 | | 75 | Opt | | Mag | Car | Zen | G | BP |
| Homelite | 15 | Generator Sets | 2 | Ver | 1 | 1⅝x1¼ | 1.85 | | | 0.43 3600 | | | | | Y | Ce | Mag | Car | Zen | G | R |
| | 4-20 | Chain Saw | 2 | Ver | 1 | 2x1⅝ | 4.32 | | | 4.00 5800 | 4.00 5800 | | | 20¼ | Y | Pn | Mag | Car | TB | G | Rc |
| | 6-22, EZ6 | Chain Saw | 2 | Ver | 1 | 2⅛x1½ | 5.05 | | | 6.00 5800 | 6.00 5800 | | | ** | Y | Pn | Mag | Car | TB | G | Rc |
| | 20 | GS, Pu | 2 | Ver | 1 | 2⅝x1½ | 6.63 | | | 2.50 3600 | | | | (g) | Y | Ce | Mag | Car | Til | G | R |
| | 5-30N | Chain Saw | 2 | Ver | 1 | 2⅛x1½ | 6.90 | | | 5.50 4800 | 5.50 4800 | | | 28¼ | Y | Ce | Mag | Car | TB | G | Rc |
| | 35 | Generator Sets | 2 | Ver | 1 | 2⅝x1½ | 6.97 | | | 3.00 3600 | | | | 90 | Y | Ce | Mag | Car | Til | G | R |
| | 7-29 | Chain Saw | 2 | Ver | 1 | 2½x1⅝ | 8.00 | | | 7.00 4800 | 7.00 4800 | | | 28½ | Y | Ce | Mag | Car | TB | G | Rc |
| | 23 | GS, Pu | 2 | Ver | 1 | 2¼x2⅛ | 8.45 | | | 3.50 3600 | | | | *** | Y | Ce | Mag | Car | Own | G | R |
| | 36 | Pumps | 2 | Ver | 1 | 2¼x2⅛ | 8.45 | | | 3.00 2800 | | | | 87 | Y | Ce | Mag | Car | Til | G | R |
| | 24 | GS, Pu | 2 | Ver | 1 | 2⅝x2⅛ | 11.50 | | | 5.50 3600 | | | | (h) | Y | Ce | Mag | Car | Own | G | R |
| | 37 | Pumps | 2 | Ver | 1 | 2⅝x2⅛ | 11.50 | | | 4.50 2800 | | | | | Y | Ce | Mag | Car | Til | G | R |
| | 8 | Generator Sets | 2 | Ver | 1 | 2⅝x2⅛ | 12.62 | | | 7.00 3900 | | | | | Y | Ce | Mag | Car | Til | G | R |
| Jacobsen | J-100 | Lawn Mowers | 2 | Hor | 1 | 2x1½ | 4.70 | 5.50 | | 1.80 3600 | 1.54 3600 | 2.62 3600 | | | Y | Av | Mag | Car | Til | GO | ER |
| | J-125 | Lawn Mowers | 2 | VH | 1 | 2x1½ | 4.70 | 5.50 | | 2.25 3600 | 1.90 3600 | 3.28 3600 | | | Y | Av | Mag | Car | Til | GO | ER |
| | J-175 | Lawn Mowers | 2 | VH | 1 | 2¼x1¾ | 6.20 | 6.00 | | 3.00 3600 | 2.55 3600 | 4.38 3600 | | | Y | | Mag | Car | Til | GO | ER |
| | J-225 | Lawn Mowers | 2 | Ver | 1 | 2¼x2 | 7.95 | 5.35 | | 4.00 3600 | 3.40 3600 | 5.85 3600 | | | Y | Av | Mag | Car | Til | GO | ER |
| Kohler | K90 | General Purpose | 4 | Hor | 1 | 2⅝x2 | 8.86 | 6.00 | L | 3.60 3600 | 3.06 3600 | 5.30 3600 | | 40 | Y | Fb | Mag | Car | Cart | G,K | Bpe |
| | K160 | General Purpose | 4 | Hor | 1 | 2⅞x2½ | 16.22 | 6.00 | L | 6.60 3600 | 5.50 3600 | 9.70 3600 | | 67 | Y | Fb | BM | Car | Cart | G,K | Bpe |
| | K330 | General Purpose | 4 | Hor | 1 | 3⅝x3¼ | 33.60 | 6.00 | L | 12.50 3200 | 10.50 3200 | 20.30 3200 | | 175 | Y | Fb | BM | Car | Cart | G | Bpe |
| | K660 | General Purpose | 4 | Op | 2 | 3⅝x3¼ | 67.20 | 6.00 | L | 24.00 3200 | 20.40 3200 | 39.20 3200 | | 230 | Y | Fb | Mag | Car | CZ | G | HE |
| Lauson | H20, HR20* | GS, AC, Ha, Af | 4 | Ver | 1 | 2¼x1¾ | 6.21 | 6.00 | L | 2.00 3600 | 1.60 3600 | 2.90 3600 | | 21 | Y | Pn | Mag | Car | Wal | G,K | Bpe |
| | H25, HB25, HR25* | GS, AC, Ha, Af | 4 | Ver | 1 | 2⅜x1¾ | 7.35 | 6.00 | L | 2.65 3600 | 2.12 3600 | 3.85 3600 | | 21 | Y | Pn | Mag | Car | Wal | G,K | Bpe |
| | H30, HB30, HR30* | GS, AC, Ha, Af, Pu | 4 | Ver | 1 | 2⅜x1⅞ | 7.61 | 6.20 | L | 3.00 3600 | 2.40 3600 | 4.40 3600 | | 21 | Y | Pn | Mag | Car | Wal | G,K | Bpe |
| | H35, HB35, HR35* | GS, AC, Ha, Af, Pu | 4 | Ver | 1 | 2½x2¼ | 11.04 | 6.60 | L | 3.50 3600 | 2.80 3600 | 5.50 3600 | | 36 | Y | Pm | Mag | Car | Wal | G,K | Bpe |
| | H40, HB40, HR40* | GS, AC, Ha, Af, Pu | 4 | Ver | 1 | 2½x2¼ | 11.04 | 6.60 | L | 4.00 3600 | 3.20 3600 | 5.80 3600 | | 36 | Y | Pm | Mag | Car | Wal | G,K | Bpe |
| | P25 | GS, AC, Ha, Af, Pu | 4 | Ver | 1 | 2⅞x2⅜ | 17.85 | 6.00 | L | 6.30 3600 | 5.05 3600 | 9.03 3600 | | 85 | Y | Fb | Mag | Car | Til | G,K | BP |
| | V20 | Pumps, Lm | 4 | Hor | 1 | 2¼x1¾ | 6.21 | 5.80 | L | 2.00 3600 | 1.60 3600 | 2.90 3600 | | 19½ | Y | Pn | Mag | Car | | G | Bpe |
| | V25 | Af, Lm | 4 | Hor | 1 | 2⅜x1¾ | 7.35 | 6.00 | L | 2.65 3600 | 2.12 3600 | 3.85 3600 | | 19½ | Y | Pn | Mag | Car | Wal | G | Bpe |
| | V30 | Af, Lm | 4 | Hor | 1 | 2⅜x1⅞ | 7.61 | 6.20 | L | 3.00 3600 | 2.40 3600 | 4.40 3600 | | 19½ | Y | Pn | Mag | Car | Wal | G | Bpe |
| | V35, VC35 | Ha, Lm | 4 | Hor | 1 | 2½x2¼ | 11.04 | 6.60 | L | 3.50 3600 | 2.80 3600 | 5.50 3600 | | 36 | Y | Pm | Mag | Car | Wal | G | Bpe |
| | V40, VC40 | Af, Lm | 4 | Hor | 1 | 2½x2¼ | 11.04 | 6.60 | L | 4.00 3600 | 3.20 3600 | 5.80 3600 | | 36 | Y | Pm | Mag | Car | Wal | G | Bpe |
| McCulloch | 39 | Chain Saws | 2 | Ver | 1 | 1⅝x1⅝ | 3.30 | 7.20 | | | | | | 20 | N | | Mag | Car | Own | G | BP |
| | MAC-35 | Chain Saws | 2 | Ver | 1 | 1⅝x1⅝ | 3.30 | 7.20 | | | | | | 20 | N | | Mag | Car | Own | G | BP |
| | D-44 | Chain Saws | 2 | Hor | 1 | 2x1⅝ | 4.30 | 7.60 | | | | | | 21 | Y | Av | Mag | Car | Own | G | BP |
| | 49 | Chain Saws | 2 | Ver | 1 | 2x1½ | 4.70 | 7.00 | Ro | | | | | 29 | Y | RV | Mag | Car | Own | G | BP |
| | Super 55 | Chain Saws | 2 | Hor | 1 | 2¼x1⅝ | 5.00 | 8.00 | | | | | | 24 | Y | Av | Mag | Car | Own | G | BP |
| | Super 44 | Chain Saws | 2 | Hor | 1 | 2¼x1⅝ | 5.00 | 8.00 | | | | | | 21 | Y | Av | Mag | Car | Own | G | BP |
| | 77 | Chain Saws | 2 | Ver | 1 | 2½x1½ | 7.35 | 6.80 | Ro | | | | | 32 | Y | Ce | Mag | Car | Own | G | BP |
| | 99 | Chain Saws | 2 | Hor | 1 | 2½x2 | 9.90 | 6.50 | | | | | | 51 | Y | RV | Mag | Car | Own | G | BP |
| Mustang | 40 | General Purpose | 4 | Ver | 1 | 2½x3 | 14.79 | 4.50 | L | 4.30 3200 | 4.30 3200 | 8.40 2200 | | 79 | Y | Fb | Mag | Car | MS | G,K | Rr |
| | 40M | Marine | 4 | Ver | 1 | 2½x3 | 14.70 | 4.50 | L | 4.30 3200 | 4.30 3200 | 8.40 2200 | | 80 | Y | Fb | Mag | Car | MS | G | Rr |
| | 50 | General Purpose | 4 | Ver | 1 | 2½x3 | 14.70 | 5.70 | L | 5.25 3200 | 5.25 3200 | 9.20 2500 | | 81 | Y | Fb | Mag | Car | MS | G | Rr |
| | 75 | General Purpose | 4 | Ver | 1 | 2⅞x3 | 19.40 | 5.70 | L | 7.00 3200 | 7.00 3200 | 13.50 2200 | | 83 | Y | Fb | Mag | Car | MS | G,K | Rr |

*For Directory of the Engine Manufacturers listed above, see Table of Contents.*

# 1958 / SMALL GASOLINE ENGINES

| MAKE AND MODEL | Designed for Use | Number of Cycles | ENGINE: Type | No. of Cylinders | Bore and Stroke (In.) | Total Displacement (Cu. In.) | Compression Ratio (to —1) | Valve Location | Horsepower: Rated at RPM | Horsepower: Continuous at RPM | Torque—Lb. Ft. at RPM | Weight (Lb.) | GOVERNOR: Used | GOVERNOR: Type | Ignition System Type | FUEL SYSTEM: Type | FUEL SYSTEM: Make | Fuel Used | Starting Method |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **AIR COOLED—continued** | | | | | | | | | | | | | | | | | | | |
| Mustang—continued | | | | | | | | | | | | | | | | | | | |
| 75ES | General Purpose | 4 | Ver | 1 | 2 7/8x3 | 19.40 | 5.70 | L | 6.50 3200 | 6.50 3200 | 11.80 3200 | 136 | N | | Mag | Car | MS | G | Ele |
| 75M | Marine | 4 | Ver | 1 | 2 7/8x3 | 19.40 | 5.70 | L | 7.00 3200 | 7.00 3200 | 11.80 3200 | 86 | N | | Mag | Car | MS | G | Rr |
| 75MES | Marine | 4 | Ver | 1 | 2 7/8x3 | 19.40 | 5.70 | L | 6.50 3200 | 6.50 3200 | 11.00 3200 | 138 | N | | Mag | Car | MS | G | Ele |
| MC | Motorcycle | 4 | Ver | 1 | 2 7/8x3 | 19.40 | 6.00 | L | 9.50 5000 | 9.50 5000 | 12.30 3000 | 65 | N | | Mag | Car | Am | G | Pe |
| Onan AK | Generator Sets | 4 | Ver | 1 | 2 1/2x2 1/2 | 12.20 | 5.50 | L | 3.76 3600 | 2.82 3600 | 5.80 1800 | 74 | Y | (d) | Mag | Car | Cart | G | HE |
| AJ | GS, Rf, Af | 4 | Ver | 1 | 2 3/4x2 1/2 | 14.90 | 6.25 | L | 5.50 3600 | 3.86 3600 | 8.00 2100 | 150 | Y | (d) | BM | Car | Cart | G | HE |
| LK | GS, Rf | 4 | Ver | 1 | 3 1/4x3 | 25.00 | 5.50 | L | 5.10 1800 | 4.34 1800 | 14.90 1800 | 114 | Y | (d) | BM | Car | Cart | G | HE |
| ACK | Generator Sets | 4 | Op | 2 | 3x2 3/4 | 38.80 | 6.25 | L | 13.80 3600 | 10.00 3600 | 20.00 3600 | 125 | Y | Me | Mag | Car | Til | G | Hc |
| VB | Generator Sets | 4 | Vee | 2 | 3 1/4x2 3/4 | 45.70 | 6.25 | I | 19.25 3600 | 16.20 3600 | 29.80 2800 | 140 | Y | Me | Mag | Car | MS | G | Ele |
| CCK | General Purpose | 4 | Op | 2 | 3 1/4x3 | 50.00 | 5.50 | L | 13.60 3000 | 11.50 3000 | 27.80 1800 | 148 | Y | (d) | BM | Car | MS | G | HE |
| CW | Generator Sets | 4 | Op | 2 | 4x3 1/2 | 88.00 | 5.50 | L | 20.00 1800 | 16.50 1800 | 58.30 1800 | 420 | Y | Fb | Mag | Car | Zen | G | HE |
| Power Products AH47-1072 | General Purpose | 2 | Ver | 1 | 2x1 1/2 | 4.70 | | | 2.00 | | | | Y | Fb | Mag | Car | Til | GO | Rc |
| AH47-1101 | General Purpose | 2 | Ver | 1 | 2x1 1/2 | 4.70 | | | 3.00 | | | 12 1/4 | Y | Fb | Mag | Car | Til | GO | Rc |
| AH81-40001 | General Purpose | 2 | | 1 | 2 1/2x1 5/8 | 8.10 | | | 5.50 | | | 13 1/4 | Y | Fb | Mag | Car | Til | G | Rc |
| AH65-70001 | General Purpose | 2 | | 1 | 2 1/4x1 5/8 | 6.50 | | | 4.25 | | | 13 3/4 | Y | Fb | Mag | Car | Til | G | Rc |
| West Bend 390 | General Purpose | 2 | Hor | 1 | 1 3/4x1 5/8 | 3.90 | | Re | 1.50 3600 | 1.50 3600 | 2.30 3600 | 14 1/2 | Y | Av | Mag | Car | Til | G | RA |
| 390 | General Purpose | 2 | Ver | 1 | 1 3/4x1 5/8 | 3.90 | | Re | 1.50 3600 | 1.50 3600 | 2.30 3600 | 14 1/2 | Y | Av | Mag | Car | Til | G | RA |
| 510 | General Purpose | 2 | Hor | 1 | 2x1 5/8 | 5.10 | | Re | 3.00 4500 | 3.00 4500 | 3.60 4500 | 13 1/2 | N | | Mag | Car | Til | G | Rc |
| 510 | General Purpose | 2 | Ver | 1 | 2x1 5/8 | 5.10 | | Re | 3.00 4500 | 3.00 4500 | 3.60 4500 | 13 1/2 | N | | Mag | Car | Til | G | Rc |
| 645 | General Purpose | 2 | Hor | 1 | 2 1/4x1 5/8 | 6.45 | | Re | 4.00 4500 | 4.00 4500 | 4.80 4500 | 13 1/2 | N | | Mag | Car | Til | G | Rc |
| 645 | General Purpose | 2 | Ver | 1 | 2 1/4x1 5/8 | 6.45 | | Re | 4.00 4500 | 4.00 4500 | 4.80 4500 | 13 1/2 | N | | Mag | Car | Til | G | Rc |
| Wisconsin ACN | General Purpose | 4 | Ver | 1 | 2 5/8x2 3/4 | 14.88 | 5.78 | L | 6.00 3600 | 4.80 3600 | 9.50 2800 | 76 | Y | Fb | Mag | Car | SZ | G | BP |
| BKN | General Purpose | 4 | Ver | 1 | 2 7/8x2 3/4 | 17.80 | 5.41 | L | 7.00 3600 | 5.60 3600 | 12.00 2600 | 76 | Y | Fb | Mag | Car | SZ | G | BP |
| AENL | General Purpose | 4 | Ver | 1 | 3x3 1/4 | 23.00 | 6.21 | L | 9.20 3600 | 7.40 3600 | 16.50 2300 | 110 | Y | Fb | Mag | Car | Zen | G | BP |
| AGN | General Purpose | 4 | Ver | 1 | 3 1/2x4 | 38.50 | 5.28 | L | 12.50 3200 | 10.00 3200 | 27.00 1900 | 180 | Y | Fb | Mag | Car | Zen | G | Hc |
| TH | General Purpose | 4 | Ver | 2 | 3 1/4x3 1/4 | 53.90 | 5.44 | L | 16.40 2600 | 13.10 2600 | 34.00 2000 | 220 | Y | Fb | Mag | Car | Zen | G | Hc |
| THD | General Purpose | 4 | Ver | 2 | 3 1/4x3 1/4 | 53.90 | 5.44 | L | 18.00 3200 | 14.40 3200 | 34.00 2000 | 220 | Y | Fb | Mag | Car | Zen | G | Hc |
| **WATER COOLED** | | | | | | | | | | | | | | | | | | | |
| Kohler L160 | Generator Sets | 4 | Hor | 1 | 2 7/8x2 1/2 | 16.22 | 6.00 | L | 6.60 3600 | 5.50 3600 | 9.70 3600 | 100 | Y | Fb | Mag | Car | Cart | G | BP |

**ABBREVIATIONS**

*—Reduction gear model.
**—21 1/16 lbs. for 6.22 model; 19 3/16 lbs. for EZ-6 model.
***—Generator set use, 110 lbs.; pump use, 85 lbs.
(b)—Inclined 20° up from horizontal.
(d)—Flyweights on camshaft.
(g)—Generator set use, 68 lbs.; pump use, 45 lbs.
(h)—Generator set use, 135 lbs.; pump use, 95 lbs.
**Af**—Auxiliary farm implement equipment.
**AC**—Air compressors.
**Am**—Amal.
**AR**—Automatic rewinding rope.
**Au**—Augers.
**Av**—Air vane.
**BM**—Battery and magneto.
**BP**—Belt or pulley.
**BPA**—Belt, pulley or automatic rewinding rope.
**Bpe**—Belt, pulley or electric.
**BPE**—Belt, pulley, pedal or electric.
**BR**—Belt, pulley or recoil.
**Car**—Carburetor.
**Cart**—Carter Carburetor Corp.
**Ce**—Centrifugal.
**Cs**—Chain saws.
**CZ**—Carter or Zenith.
**Ele**—Electric.
**ER**—Electric or rope.
**ERA**—Electric, rope or automatic rewinding rope.
**Fb**—Flyball.
**G**—Gasoline.
**GO**—Gasoline or oil mix.
**GP**—General purpose.
**GS**—Generator sets.
**Ha**—Home appliances.
**Hbp**—Hand crank, belt or pulley.
**Hc**—Hand crank.
**HE**—Hand crank or electric.
**HEA**—Hand crank, electric or automatic rewinding rope.
**Hor**—Horizontal.
**HR**—Hand crank or rope.
**I**—Valves in head.
**In**—Industrial.
**K**—Kerosene.
**L**—"L" head, valves at side.
**Lm**—Lawn mowers.
**MA**—Mechanical or air vane.
**Mag**—Magneto.
**Me**—Mechanical.
**MS**—Marvel-Schebler Carburetor Div.
**MV**—Mixing valve.
**N**—No or none.
**O-C**—Own or Carter.
**Op**—Opposed.
**Opt**—Optional.
**O-T**—Own and Tillotson.
**O-Z**—Own and Zenith.
**Pe**—Pedal.
**PE**—Pedal or electric.
**Pm**—Pneumatic and mechanical.
**Pn**—Pneumatic.
**Pu**—Pumps.
**R**—Rope.
**RA**—Rope or automatic rewinding rope
**Rb**—Recoil or belt or pulley.
**Re**—Recoil.
**Re**—Reed valves.
**Rf**—Refrigeration equipment.
**Ro**—Rotary.
**Rr**—Recoil or rope.
**Rre**—Recoil, rope or electric.
**RV**—Rotary valve.
**SZ**—Marvel-Schebler or Zenith.
**TB**—Tillotson and Brown.
**Til**—Tillers.
**Va**—Valve. **Vee**—"V" type engine.
**Ver**—Vertical.
**Wal**—Walbro.
**Y**—Yes.
**Zen**—Zenith Carburetor Div.

## DIESEL ENGINES FOR USE IN DIESEL-ELECTRIC LOCOMOTIVES

| ENGINE MAKE AND MODEL | Cylinder Arrangement | Cycle | No. of Cylinders, Bore and Stroke (In.) | Displacement (Cu. In.) | Compression Ratio | Maximum Brake HP at Specified RPM | Continuous HP at Specified RPM | Supercharger Used | Weight (Lb.) | OVERALL DIMENSIONS (In.): Length | Width | Height |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALCO 251B | I | 4 | 6-9x10 1/2 | 4008 | 13.00 | 1050 | -1000 | Yes | 22100 | 135 1/16 | 58 3/4 | 87 1/16 |
| 251B | V | 4 | 12-9x10 1/2 | 8016 | 13.00 | 1950 | -1000 | Yes | 32650 | 157 3/4 | 70 1/2 | 93 1/16 |
| 251B | V | 4 | 16-9x10 1/2 | 10688 | 13.00 | 2600 | -1000 | Yes | 42000 | 197 1/16 | 70 1/2 | 99 3/4 |
| 539 | I | 4 | 6-12 1/2x13 | 9572 | 12.50 | 1000 | - 740 | Yes | 34800 | 191 | 57 1/8 | 97 |
| Cooper-Bessemer FWB-8-LT | I | 4 | 8-9x10 1/2 | 4008 | 12.70 | 990-1000 | 990-1000 | Yes | 22000 | 134 | 59 3/16 | 80 1/2 |
| FVBL-8-T | V | 4 | 8-9x10 1/2 | 5344 | 12.70 | 1320-1000 | 1310-1000 | Yes | 21500 | 102 1/2 | 60 | 75 5/8 |
| FVBL-12-T | V | 4 | 12-9x10 1/2 | 8016 | 12.70 | 1980-1000 | 1975-1000 | Yes | 28500 | 133 1/2 | 60 | 75 5/8 |
| FVBL-16-T | V | 4 | 16-9x10 1/2 | 10688 | 12.70 | 2640-1000 | 2630-1000 | Yes | 35000 | 166 1/2 | 60 | 75 5/8 |
| Electro-Motive 8-567C | V | 2 | 8-8 1/2x10 | 4536 | 16.10 | | † 900- 835 | No* | 18000 | 139 3/16 | 62 3/16 | 92 1/16 |
| 12-567C | V | 2 | 12-8 1/2x10 | 6804 | 16.10 | | †1200- 800 | No* | 25000 | 174 1/16 | 64 1/16 | 90 11/16 |
| 16-567C | V | 2 | 16-8 1/2x10 | 9072 | 16.10 | | †1750- 835 | No* | 32000 | 212 1/16 | 62 1/16 | 88 11/16 |
| Fairbanks-Morse 6-38D8 1/8 | O | 2 | 6-8 1/8x10 | 6221 | 16.10 | 1290- 850 | 1290- 850 | No** | 26099 | 171 3/16 | 60 | 107 1/2 |
| 8-38D8 1/8 | O | 2 | 8-8 1/8x10 | 8295 | 16.10 | 1720- 850 | 1720- 850 | No** | 33000 | 200 1/16 | 67 | 108 1/4 |
| 10-38D8 1/8 | O | 2 | 10-8 1/8x10 | 10369 | 16.10 | 2150- 850 | 2150- 850 | No** | 38580 | 227 1/16 | 67 | 108 1/4 |
| 12-38D8 1/8 | O | 2 | 12-8 1/8x10 | 12443 | 16.10 | 2580- 850 | 2580- 850 | No** | 44910 | 260 1/16 | 67 | 108 1/4 |

**ABBREVIATIONS**
†—Horsepower available for traction.
*—Engine has Roots type blower for scavenging use only; not supercharged.
**—Equipped with Roots type blower with 3 lobe spiral impellers.
I—In line.
O—Opposed piston.
V—"V" type engine.

***For Directory of the Engine Manufacturers listed above, see Table of Contents.***

# 1958 / OUTBOARD MOTORS

| MAKE AND MODEL | Power Head | Number of Cylinders | Cylinder Material | Bore and Stroke (In.) | Piston Displacement (Cu. In.) | Engine Type | Brake Hp. at R.P.M. O.B.C. Rating | Engine Weight (Lb.) Fully Equipped | Piston Rings — Number and Width | Propeller: Diameter (In.) | Propeller: Pitch | Propeller: Right or Left Hand Rotation | Propeller: Number of Blades | Starting Device | Fuel Tank Capacity (Pts.) | Gear: Ratio | Gear: Tooth Pitch | Gear: Material (S.A.E. No.) | Gearcase Bearing | Magneto Make | Carburetor: Make | Carburetor: Size (In.) | Carburetor: Starting Mixture Obtained by— | Spark Plug — Make and Model | Bearings: Main | Bearings: Connecting Rod | Cooling System | Reverse | Lubrication—Pints Oil to 1 Gal. Gasoline |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| American Marc — Marc 10 | -3 Port | 1 | ACS | 2½x(a) | 18.50 | OT | 7.50-3500 | 85 | 3-⅞ | | | | | Ele | | | | | | | (b) | | | (b) | | A | | | |
| Buccaneer — 3D15B | Re-3 Port | 1 | ACS | 2¹⁵⁄₁₆x1½ | 5.32 | S | 3.0-4000 | 38 | 2-⅞ | 6⅜ | 6⅞ | L | 2 | RR | 4.00 | 13-22 | 13.56 | 8620 | PI | Own | Own | ⅜ | Pr | Ch-J6J | PI | PI | RP | No | ½ |
| 5S14B | Re-3 Port | 2 | ACS | 1¹³⁄₁₆x1½ | 8.84 | AF | 5.0-4000 | 46 | 3-⅞ | 7½ | 7¼ | L | 2 | RR | 6.40 | 13-20 | 10.38 | 8620 | PI | Own | Own | ⅜ | Pr | Ch-J6 | PI | PI | RP | No | ½ |
| 5D15B | Re-3 Port | 2 | ACS | 1¹³⁄₁₆x1½ | 8.84 | AF | 5.0-4000 | 51[2] | 3-⅞ | 8 | 7¼ | R | 2 | RR | 32.00 | 15-26 | 12.40 | 8620 | PI | Own | Own | ½ | C | Ch-J6J | PI | PI | Cen | Yes | ½ |
| 12S15B | Re-3 Port | 2 | ACS | 2¼x2¼ | 17.89 | AF | 12.0-4000 | 69 | 3-⅞ | 9 | 11 | R | 3 | RR | 16.00 | 15-26 | 11.11 | 8620 | PI | Own | Own | ⅝ | C | Ch-J6J | PI | PI | Cen | Yes | ½ |
| 12D17B | Re-3 Port | 2 | ACS | 2¼x2¼ | 17.89 | AF | 12.0-4000 | 77[2] | 3-⅞ | 9 | 11 | R | 3 | RR | 48.00 | 15-26 | 11.11 | | PI | Own | Own | ⅝ | C | Ch-J6J | PI | PI | Cen | Yes | ½ |
| 22D15B | Re-3 Port | 2 | ACS | 2½x2⅝ | 35.70 | AF | 25.0-4000 | 119[2] | 3-⅞ | 10⅜ | 12½ | R | 3 | RR | 48.00 | 12-21 | 7.50 | 8620H | A | Own | Own | 1⅛ | C | Ch-J6J | A | A | Cen | Yes | ½ |
| 22DE15B | Re-3 Port | 2 | ACS | 2½x2⅝ | 35.70 | AF | 25.0-4000 | 130[2] | 3-⅞ | 10⅜ | 12½ | R | 3 | ER | 48.00 | 12-21 | 7.50 | 8620H | A | Own | Own | 1⅛ | C | Ch-J6J | A | A | Cen | Yes | ½ |
| 35DE10B | Re-3 Port | 2 | ACS | 3x2⅝ | 40.50 | AF | 35.0-4500 | 134[2] | 3-⅞ | 10⅜ | 13¼ | R | 3 | ER | 48.00 | 12-21 | 7.50 | 8620H | A | Own | Own | 1⅛ | C | Ch-J6J | A | A | Cen | Yes | ½ |
| Champion — 2N Guide Four[3] | | 1 | | 2⅛x1¾ | 5.84 | S | 4.2-4300 | 42 | | 7½ | 6 | | 2 | RR | 10.00 | | | | | Scin | Til | | | Ch-7 | | A | | No | ½ |
| 3N-S Guide Six[3] | | 2 | | 1⅞x1¾ | 9.66 | AF | 6.0-4300 | 46 | | 7½ | 9 | | 2 | RR | 10.00 | | | | | Phe | Til | | | Ch-J7J | | A | | Yes | ½ |
| 4N-D De Luxe | | 2 | | 1⅞x1¾ | 9.66 | AF | 7.8-4300 | 46[4] | | 7½ | 9½ | | 2 | RR | 28.00[5] | | | | | Phe | Til | | | Ch-J7J | | A | | Yes | ½ |
| 6N-D De Luxe, 6N-MS Midship | | 2 | | 2½x2⅜ | 19.94 | AF | 16.5-4300[6] | 54 | | 8 | 11 | | 3 | RR | 48.00[7] | | | | | Phe | Car | | | Ch-J6J | A | A | | Yes | ½ |
| 6N-HR Hotrod | | 2 | | 2½x2⅜ | 19.94 | AF | | 46 | | 7 | 13½ | | 2 | Ro | 16.00[7] | | | | | Phe | Car | | | Ch-R7 | A | A | | No | 1 |
| Elgin — 571.58231 | Re-2 Port | 1 | ACS | 1¾x1⅞ | 3.76 | S | 2.0-4000 | 28 | 3-⅛ | 6½ | 4 | L | 2 | RR | 5.0[7] | 14-21 | 12.00 | 4140 | PI | Wico | Til | ½ | C | Ch-J11J | PI | A | Air | No | ½ |
| 571.39531 | Re-2 Port | 2 | ACS | 2x1¼ | 10.60 | AF | 5.5-4000 | 55 | 3-⅛ | 7½ | 7 | R | 2 | RR | 34.07 | 14-23 | 12.00 | 4140 | PI | Wico | Til | ½ | C | Ch-H10J | PA | A | VP | Yes | ½ |
| 571.58781 | Re-2 Port | 2 | ACS | 2⅛x1¼ | 11.97 | AF | 7.5-4000 | 50 | 3-⅛ | 7½ | 8 | L | 2 | RR | 42.08 | 14-21 | 12.00 | 4140 | PI | Wico | Til | ⅝ | C | Ch-J11J | PA | A | VP | Yes | ½ |
| 571.58731 | Re-2 Port | 2 | ACS | 2⅛x1¼ | 11.97 | AF | 7.5-4000 | 56 | 3-⅛ | 8 | 8 | R | 2 | RR | 34.07 | 14-23 | 12.00 | 4140 | PI | Wico | Til | ⅝ | C | Ch-H8J | PA | A | VP | Yes | ½ |
| 571.58961, 571.58971[11], 571.58931[11] | Re-2 Port | 2 | ACS | 2⅝x2 | 17.72 | AF | 12.0-4000 | 61 | 3-⅛ | 8½ | 8 | R | 3 | RR | 48.07 | 14-23 | 10.00 | 4140 | A | Wico | Til | ¾ | C | Ch-H8J | A | A | VP | Yes | ½ |
| 571.59821[11], 571.59441[11] | Re-2 Port | 2 | ACS | 3⅛x2.706 | 41.49 | AF | 35.0-4500 | 130 | 3-⅞ | 10½ | 12 | R | 3 | REG | 48.00 | 13-21 | 8.00 | 8620 | A | Wico* | Til | 1⅛ | C | Ch-H8J | A | PA | VP | Yes | ½ |
| 571.59901[11], 35861[11] | Re-2 Port | 2 | ACS | 3⅛x2.706 | 41.49 | AF | 35.0-4500 | 138 | 3-⅞ | 10½ | 12 | R | 3 | Ele | 48.00 | 13-21 | 8.00 | 8620 | A | Wico* | Til | 1⅛ | C | Ch-H8J | A | PA | VP | Yes | ½ |
| Evinrude — Lightwin 3026 | Re-2 Port | 2 | ACS | 1⅞x1⅝ | 5.28 | AF | 3.0-4000 | 33 | 2-⅞ | 6⅛ | 6¼ | L | 2 | RR | 5.60 | 17-28 | 15.68 | 8620 | PI | Own | Own | ⅝ | C | Ch-J6J[1] | PI | PI | Cen | Yes | ½ |
| Ducktwin 3028 | Re-2 Port | 2 | ACS | 1⅞x1⅝ | 5.28 | AF | 3.0-4000 | 33 | 2-⅞ | 6⅛ | 6¼ | L | 2 | RR | 5.60 | 17-28 | 15.68 | 8620 | PI | Own | Own | ⅝ | C | Ch-J6J[1] | PI | PI | Cen | Yes | ½ |
| Fisherman 5516 | Re-2 Port | 2 | ACS | 1¹³⁄₁₆x1½ | 8.84 | AF | 5.5-4000 | 56 | 3-⅞ | 8 | 7¼ | R | 2 | RR | 34.00 | 15-26 | 12.40 | 8620 | PI | Own | Own | ⅝ | C | Ch-J6J[1] | PI | PI | Cen | Yes | ½ |
| Fleetwin 7524 | Re-2 Port | 2 | ACS | 2¼x1⅝ | 12.40 | AF | 7.5-4000 | 59 | 3-⅞ | 8 | 8½ | R | 2 | RR | 34.00 | 15-26 | 12.40 | 8620 | PI | Own | Own | ⅝ | C | Ch-J6J[1] | PI | PI | Cen | Yes | ½ |
| Sportwin 10016 | Re-2 Port | 2 | ACS | 2⅝x1⅞ | 16.60 | AF | 10.0-4000 | 68 | 3-⅞ | 8¼ | 8½ | R | 3 | RR | 48.00 | 15-26 | 11.11 | 8620 | PI | Own | Own | ⅝ | C | Ch-J6J[1] | PA | A | Cen | Yes | ½ |
| Fastwin 15024 | Re-2 Port | 2 | ACS | 2½x2¼ | 22.00 | AF | 18.0-4500 | 80 | 3-⅞ | 9¼ | 11 | R | 3 | RR | 48.00 | 12-21 | 8.97 | 8620 | PI | Own | Own | ⅞ | C | Ch-J6J[1] | A | A | Cen | Yes | ½ |
| Fastwin 15926 | Re-2 Port | 2 | ACS | 2½x2¼ | 22.00 | AF | 18.0-4500 | 87 | 3-⅞ | 9¼ | 11 | R | 3 | Ele | 48.00 | 12-21 | 8.97 | 8620 | PI | Own | Own | ⅞ | C | Ch-J6J[1] | A | A | Cen | Yes | ½ |
| Bigtwin 25034 | Re-2 Port | 2 | ACS | 3⅛x2⅝ | 40.50 | AF | 35.0-4500 | 123 | 3-⅞ | 10⅜ | 13¼ | R | 3 | RR | 48.00 | 12-21 | 7.50 | 8620 | A | Own | Own | 1⅛ | C | Ch-J6J[1] | A | A | Cen | Yes | ½ |
| Bigtwin 25936 | Re-2 Port | 2 | ACS | 3⅛x2⅝ | 40.50 | AF | 35.0-4500 | 129 | 3-⅞ | 10⅜ | 13¼ | R | 3 | Ele | 48.00 | 12-21 | 7.50 | 8620 | A | Own | Own | 1⅛ | C | Ch-J6J[1] | A | A | Cen | Yes | ½ |
| Lark 35514 | Re-2 Port | 2 | ACS | 3⅛x2⅝ | 40.50 | AF | 35.0-4500 | 138 | 3-⅞ | 10⅜ | 13¼ | R | 3 | Ele | 48.00 | 12-21 | 7.50 | 8620 | A | Own | Own | 1⅛ | C | Ch-J6J[1] | A | A | The | Yes | ½ |
| Four-Fifty 50012 | Re-2 Port | 4 | ACS | 3x2½ | 70.70 | VT | 50.0-4000 | 205 | 3-⅞ | 13 | 13 | R | 3 | Ele | 48.00 | 17-29 | 8.00 | 8620 | A | Own | Own | 1⅛ | C | Ch-J6J[1] | A | A | The | Yes | ½ |
| Starflite 50514 | Re-2 Port | 4 | ACS | 3x2½ | 70.70 | VT | 50.0-4000 | 197 | | 13 | 13 | R | 3 | RR | 48.00 | 17-29 | 8.00 | 8620 | A | Own | Own | 1⅛ | C | Ch-J6J[1] | A | A | The | Yes | ½ |
| Flambeau — 125520 | -3 Port | 1 | CI | 1¹³⁄₁₆x1½ | 4.62 | AF | 2.5-4000 | 32 | 3-⅛ | 6½ | | R | 2 | RR | 7.00 | | | | PI | Eis | Own | | C | Ch-J8J | PI | PI | VP | No | ⅝ |
| 174050 | -3 Port | 2 | CI | 1¹³⁄₁₆x1½ | 9.24 | AF | 5.0-4000 | 36 | 3-⅛ | 8 | | R | 2 | RR | 7.00 | | | | PI | Eis | Own | | C | Ch-J8J | PI | PI | VP | No | ⅝ |
| Johnson — JW | Re-2 Port | 2 | ACS | 1⅞x1⅝ | 5.28 | AF | 3.0-4000 | 32 | 2-⅞ | 6½ | 5¾ | L | 3 | RR | 5.00 | 17-28 | 15.68 | 4615 | PI | Own | Own | ⅝ | C | Ch-J6J | PI | PI | | Yes | ½ |
| CD | Re-2 Port | 2 | ACS | 1¹³⁄₁₆x1½ | 8.84 | AF | 5.5-4000 | 47 | 3-⅞ | 8 | 7¼ | R | 2 | RR | 32.07 | 15-26 | 12.39 | 4615 | PI | Own | Own | ⅝ | C | Ch-J6J | PI | PI | VP | Yes | ½ |
| AD | Re-2 Port | 2 | ACS | 2¼x1⅝ | 12.40 | AF | 7.5-4000 | 56 | 3-⅞ | 8 | 8½ | R | 2 | RR | 36.07 | 15-26 | 12.39 | 4615 | PI | Own | Own | ⅝ | C | Ch-J6J[1] | PI | PI | VP | Yes | ½ |
| OD | Re-2 Port | 2 | ACS | 2⅝x1⅞ | 16.60 | AF | 10.0-4000 | 70 | 3-⅞ | 9 | 8 | R | 3 | RR | 48.07 | 12-21 | 8.97 | 4615 | PA | Own | Own | ⅝ | C | Ch-J6J | A | A | | Yes | ½ |
| FD | Re-2 Port | 2 | CI | 2½x2¼ | 22.00 | AF | 18.0-4500 | 77 | 3-⅛ | 9¼ | 11¼ | R | 3 | RR | 48.00 | | 8.97 | 8620 | A | Own | Own | ⅞ | C | Ch-J6J[1] | A | A | VP | | ½ |
| FDE | Re-2 Port | 2 | CI | 2½x2¼ | 22.00 | AF | 18.0-4500 | 87 | 3-⅛ | 9¼ | 11¼ | R | 3 | Ele | 48.00 | | 8.97 | 8620 | A | Own | Own | ⅞ | C | Ch-J6J[1] | A | A | VP | | ½ |
| RD | Re-2 Port | 2 | CI | 3⅛x2⅝ | 40.50 | AF | 35.0-4500 | 123 | 3-⅛ | 10⅜ | 13¼ | R | 3 | RR | | | 7.50 | 8620 | A | Own | Own | 1½ | C | Ch-J6J | A | A | VP | Yes | ½ |
| RDE | Re-2 Port | 2 | CI | 3⅛x2⅝ | 40.50 | AF | 35.0-4500 | 134 | 3-⅛ | 10⅜ | 13¼ | R | 3 | Ele | | | 7.50 | 8620 | A | Own | Own | 1½ | C | Ch-J6J | A | A | VP | Yes | ½ |
| RJE | Re-2 Port | 2 | CI | 3⅛x2⅝ | 40.50 | AF | 35.0-4500 | 136 | 3-⅛ | 10⅜ | 13¼ | R | 3 | Ele | | | 7.50 | 8620 | A | Own | Own | 1½ | C | Ch-J6J | A | A | VP | Yes | ½ |
| V-50 | Re-2 Port | 4 | ACS | 3x2½ | 70.70 | VT | 50.0-4000 | 205[2] | 3-⅞ | 13 | 13 | R | 3 | ER | 6.0[7] | 17-29 | 8.00 | 8620 H | PA | Own | Own | | C | Ch-J6J[1] | A | A | VP | Yes | ½ |
| Mercury — Mark 6 | Re-2 Port | 2 | | 1¾x1½ | 7.20 | AF | 5.9 | 42 | | | | L | | RR | 26.07 | | | | A | | Til | | C | | A | A | VP | | ⅝ |
| Mark 10 | Re-2 Port | 2 | | 2¼x2¼ | 18.50 | AF | 10.0 | 66 | | | | L | | RR | 48.07 | | | | A | | Til | | C | | A | A | VP | Yes | ⅝ |
| Mark 25 | Re-2 Port | 2 | | 2⅛x2¼ | 19.80 | AF | 20.0 | 75 | | | | R | | RR | 48.07 | | | | A | | Til | | C | | A | A | VP | Yes | ⅝ |
| Mark 28 | Re-2 Port | 2 | | 2⅜x2¼ | 21.92 | AF | 22.0 | 79 | | | | L | | RR | 48.07 | | | | A | | Til | | C | | A | A | VP | Yes | ⅝ |
| Mark 30 | Re-2 Port | 4 | | 2⅛x2¼ | 29.70 | AF | 30.0 | 110 | | | | R | | RR | 48.07 | | | | A | | Til | | C | | A | A | VP | Yes | ⅝ |
| Mark 55M, 55S, 55E | Re-2 Port | 4 | | 2¼x2¼ | 39.60 | AF | 40.0 | 111 | | | | R | | | 48.07 | | | | A | | Til | | C | | A | A | VP | Yes | ⅝ |
| Mark 58S, 58E | Re-2 Port | 4 | | 2⅜x2¼ | 43.84 | AF | 45.0 | 122 | | | | R | | | 48.07 | | | | A | | Til | | C | | A | A | VP | Yes | ⅝ |
| Mark 75S, 75E | Re-2 Port | 6 | | 2¼x2¼ | 79.40 | AF | 60.0 | 152 | | | | L | | | 48.07 | | | | A | | Til | | C | | A | A | VP | | ⅝ |
| Mark 78 | Re-2 Port | 6 | | 2⅜x2¼ | 65.75 | AF | 70.0 | 180 | | | | L | | | 48.07 | | | | A | | Til | | C | | A | A | VP | | ⅝ |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Neptune | AA1 | Re-2 Port | 1 | ACS | 1 5/16x1 1/2 | 2.87 | S | 1.7 4000 | 17 | 2 3/32 | 6 | 5 | L | 2 | Ro | 2.0 | 13 20 | 14.00 | | Pl | Phe | Til | | Fl | Ch-J8J | Pl | Pl | Cp | Yes | 1/2 |
| Oliver | J4 | Re-2 Port | 2 | ACS | 2x1 1/2 | 9.42 | AF | 6.0-4500 | 50 | 2 1/16 | 7 1/2 | 6 | L | 2 | RR | 28.0 | 13-21 | 10.00 | 8615 | PA | Scin | Til | 3/4 | C | Ch-J8J | Pl | Pl | FVR | Yes | 1/2 |
| | K-4, K-4E | Re-2 Port | 2 | ACS | 2 1/2x2 3/32 | 19.94 | AF | 16.0-4500 | 78 | 2 1/16 | 9 | 11 | L | 2 | ER | 52.0 | 12-21 | 10.00 | 8615 | PA | Scin | Til | 1 | C | Ch-H8J | A | A | FVR | Yes | 3/8 |
| | B2 | Poppet | 2 | ACS | 3 1/16x2 7/8 | 42.35 | AF | 35.0-4500 | 125 | 3 3/32 | 10 | 13 | L | 3 | Ele | 52.0 | 13-21 | 8.00 | 8615 | A | Scin | Til | 1 1/16 | C | Ch-5MJ | A | A | FVR | Yes | 3/8 |
| Scott-Atwater[10] | 3.6 HP | Re-2 Port | 2 | CI | 2 1/16x1 3/4 | 6.23 | S | 3.6 4000 | 36 | 3 3/32 | 7 1/2 | 6 | L | 2 | RR | 8.0 | 13-21 | 12.56 | 8640 | PI | Wico | Til | 3/8 | C | Ch-H10J | PI | A | VP | No | 1/2 |
| | 5 HP | Re-2 Port | 2 | CI | 1 11/16x1 1/2 | 7.48 | AF | 5.0-4200 | 50 | 3 3/32 | 7 1/2 | 6 | L | 2 | RR | 24.0 | 13-21 | 10.75 | 8640 | PA | Wico | Til | 3/8 | C | Ch-H10J | PA | A | VP | Yes | 1/2 |
| | 7 1/2 HP | Re-2 Port | 2 | CI | 2x1 3/4 | 11.00 | AF | 7.5-4200 | 60 | 3 3/32 | 8 | 7 | L | 2 | RR | 48.0 | 13-21 | 10.75 | 8640 | PA | Wico | Car | 5/8 | C | Ch-H10J | PI | A | VP | Yes | 1/2 |
| | 10 HP | Re-2 Port | 2 | CI | 2 1/16x2 | 14.82 | AF | 10.0-4200 | 65 | 3 3/32 | 7 7/8 | 9 1/2 | L | 2 | RR | 48.0 | 13-21 | 10.75 | 8640 | PA | Wico | Car | 5/8 | C | Ch-H10J | A | A | VP | Yes | 1/2 |
| | 16 HP | Re-2 Port | 2 | CI | 2 1/16x2 3/8 | 19.95 | AF | 16.0-4200 | 80 | 3 3/32 | 9 | 9 | L | 2 | RR | 48.0 | 15-23 | 10.75 | 8640 | PA | Wico | Til | 1/2 | C | Ch-5MJ | A | A | VP | Yes | 1/2 |
| | 22 HP | Re-2 Port | 2 | CI | 2 1/16x2 3/8 | 27.65 | AF | 22.0-4800 | 107 | 3 3/32 | 9 | 10 | R | 3 | ER | 48.0 | 15-23 | 9.25 | 9310 | A | Wico | Car | 1 1/16 | C | Ch-J6J | A | A | VP | Yes | 3/8 |
| | 40 HP | Re-2 Port | 2 | CI | 3 1/16x2 3/4 | 42.18 | AF | 40.0-4000 | 129 | 3 3/32 | 10 | 13 | L | 3 | ER | 48.0 | 13-22 | 8.00 | 8640 | A | PW | Til | 1 3/16 | C | Ch-J6J | A | A | VP | Yes | 3/8 |
| West Bend | 2801 | Re-2 Port | 1 | ACS | 1 3/4x1 3/8 | 3.76 | S | 2.0-4000 | 28 | 3 1/16 | 6 1/2 | 4 | L | 2 | RR | 5.0 | 14-21 | 12.00 | 4140 | PI | Wico | Til | 1/2 | C | Ch-J11J | PI | A | Air | No | 1/2 |
| | 6801[11] | Re-2 Port | 2 | ACS | 2x1 1/4 | 10.60 | AF | 6.0 4500 | 56 | 3 1/16 | 7 1/2 | 7 | R | 2 | RR | 34.0[7] | 14-23 | 12.00 | 4140 | PI | Wico | Til | 1/2 | C | Ch-H10J | PA | A | VP | Yes | 1/2 |
| | 8801[11] | Re-2 Port | 2 | ACS | 2 1/16x1 1/4 | 11.97 | AF | 8.0-4500 | 57 | 3 1/16 | 8 | 8 | R | 2 | RR | 34.0[7] | 14-23 | 12.00 | 4140 | PI | Wico | Til | 3/4 | C | Ch-H8J | PA | A | VP | Yes | 1/2 |
| | 12801[11] | Re-2 Port | 2 | ACS | 2 3/8x2 | 17.72 | AF | 12.0-4000 | 59 | 3 1/16 | 8 1/2 | 8 | R | 3 | RR | 48.0[7] | 14-23 | 10.00 | 4140 | PA | Wico | Til | 3/4 | C | Ch-H8J | A | A | VP | Yes | 1/2 |
| | 35841[11] | Re-2 Port | 2 | ACS | 3 1/16x2.706 | 41.49 | AF | 35.0-4500 | 136 | 3 3/32 | 10 1/2 | 12 | R | 3 | Ele | 48.0 | 13-21 | 8.00 | 8620 | A | Wico* | Til | 1 | C | Ch-H8J | A | PA | VP | Yes | 1/2 |
| | 35821[11] | Re-2 Port | 2 | ACS | 3 1/16x2.706 | 41.49 | AF | 35.0-4500 | 132 | 3 3/32 | 10 1/2 | 12 | R | 3 | Ele | 48.0 | 13-21 | 8.00 | 8620 | A | Wico* | Til | 1 1/16 | C | Ch-H8J | A | PA | VP | Yes | 1/2 |
| | 35801[11] | Re-2 Port | 2 | ACS | 3 1/16x2.706 | 41.49 | AF | 35.0 4500 | 118 | 3 3/32 | 10 1/2 | 12 | R | 3 | RR | 48.0 | 13-21 | 8.00 | 8620 | A | Wico* | Til | 7/32 | C | Ch-H8J | A | PA | VP | Yes | 1/2 |

**ABBREVIATIONS**

*—Alternator generator.
1—Auto-Lite A3X and AC-M44C also used.
2—Not including separate fuel tank.
3—Similar models produced under trade names of Majestic and Voyager.
4—Majestic and Voyager, 47.
5—Separate gas tank; Majestic and Voyager models, 10.0.
6—Majestic and Voyager, 15.0–4300.
7—Separate gas tank.
8—Integral and separate gas tank.
9—Compression only; oil, 3/32.
10—Similar models produced under the trade names of Corsair, Firestone and Hiawatha.
11—Also available with 5" longer leg.
(a)—Two piston engine, 17/8" plus 17/8".
(b)—Compression Diesel.
**A**—Antifriction.
**ACS**—Aluminum with cast iron sleeves.
**AF**—Alternate firing.
**C**—Choke.
**Car**—Carter Carburetor Co.
**Cen**—Centrifugal.
**Ch**—Champion Spark Plug Co.
**CI**—Cast iron.
**Cp**—Centrifugal pump.
**Dis**—Distributor used in place of magneto.
**Eis**—Eiseman (Jack & Heintz Precision Ind.).
**Ele**—Electric.
**ER**—Electric and rewinding rope.
**Fl**—Flanging.
**FM**—Fairbanks, Morse & Co.
**FVR**—Flexible vane rotor.
**L**—Left.
**OT**—Opposed two cycle.
**PA**—Plain and antifriction.
**Phe**—R. E. Phelon Co.
**Fl**—Plain.
**PL**—Pressure lubrication.
**Pp**—Plunger pump.
**Pr**—Primer.
**PW**—Phelon and Wico.
**R**—Right.
**Re**—Reed valve.
**REG**—Rewinding rope, electric or electric with generator.
**Ro**—Rope.
**RP**—Rotary pump.
**RR**—Rewinding rope.
**S**—Single.
**Scin**—Scintilla Magneto Div.
**The**—Thermostat.
**Til**—Tillotsen Mfg. Co.
**VP**—Vane pump.
**VT**—V4, 2 cycle.
**Wico**—Wico Electric Co.
**Zen**—Zenith.

***For Directory of the Engine Manufacturers listed above, see Table of Contents.***

# 1956 INTERNAL COMBUSTION ENGINE PRODUCTION

## (Except Automotive and Aircraft)

*As reported by the Industry Division, Bureau of the Census*

### BY NUMBER OF CYLINDERS

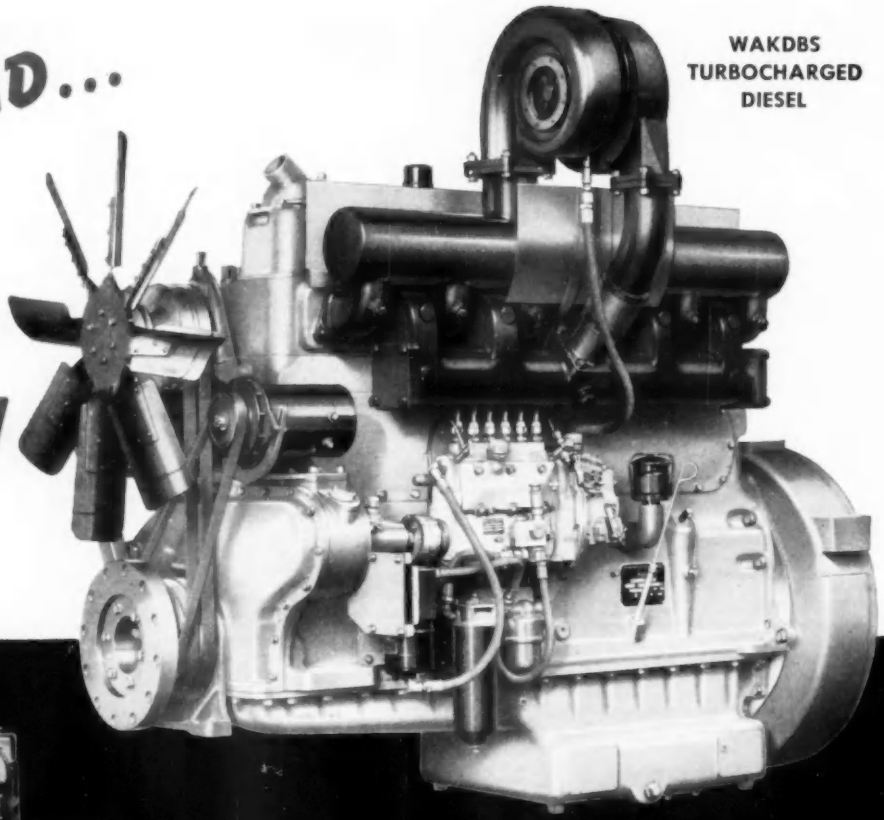
| Number of Cylinders per Engine | Number of Engines 1956 | 1955 |
|---|---|---|
| **Gasoline:** | | |
| 1 | 5,402,640 | 4,330,360 |
| 2 and 3 | 85,127 | 97,483 |
| 4 | 273,454 | 383,620 |
| 6 | 111,647 | 109,380 |
| 8 | 10,270 | 11,237 |
| 12 | 211 | 179 |
| **Diesel:** | | |
| 1 | 1,490 | 1,494 |
| 2 | 12,385 | 24,454 |
| 3 | 4,468 | |
| 4 | 51,750 | 52,502 |
| 5 | 19 | 36 |
| 6 | 65,031 | 57,907 |
| 7 | 35 | 43 |
| 8 and 9 | 1,242 | 863 |
| 10 and over | 4,394 | 1,932 |
| **Outboard:** | | |
| 1 | 19,680 | 23,544 |
| 2, 4, and 6 | 621,847 | 491,184 |
| **Gas:** | | |
| 1 | 5,125 | 3,807 |
| 2, 3, and 4 | 12,202 | 11,196 |
| 5, 6, and 7 | 2,541 | 2,593 |
| 8 | 250 | 166 |
| 10 | 166 | 86 |
| 12 and over | 188 | 190 |

### BY ENGINE OPERATING DATA

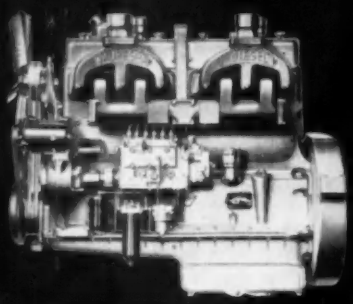
| Operating Data | Number of Engines by Type: Gasoline | Diesel and Semi-Diesel | Outboard | Gas |
|---|---|---|---|---|
| **Revolutions per Minute:** | | | | |
| 750 and under | [2]68,397 | 1,014 | ..... | 4,543 |
| 751-1,500 | | 51,020 | ..... | 12,867 |
| 1,501-2,999 | 441,079 | | ..... | 3,062 |
| 3,000-3,999 | 4,948,658 | [3]88,709 | ..... | ..... |
| 4,000 and over | 425,215 | | 641,527 | ..... |
| **Method of Cooling:** | | | | |
| Air | 5,474,356 | [4]140,814 | [4]641,527 | [4]20,472 |
| Liquid | 408,993 | | | |
| **Number of Cycles:** | | | | |
| 2 | 1,367,410 | [5]140,814 | [6]641,527 | 2,290 |
| 4 | 4,515,939 | | | 18,182 |

2—Over 90 per cent operated at between 751-1,500 r.p.m.
3—Over 95 per cent operated at between 1,501 and 2,999 r.p.m.
4—Over 95 per cent were liquid cooled.
5—Over 70 per cent were 4-cycle engines.
6—Over 95 per cent were 2-cycle engines.

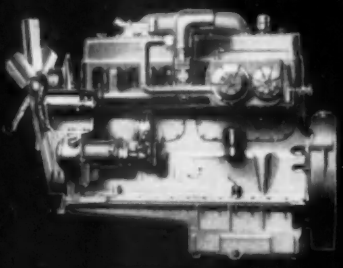
# OVER THE ROAD... OR OFF THE HIGHWAY



WAKDBS TURBOCHARGED DIESEL



WAKDB NORMAL DIESEL



WAKR BUTANE

WAUKESHA

## EXTRA HEAVY DUTY

**Standard or Counterbalanced Crankshafts up to 352 horsepower**

Truck powered by Waukesha WAKR (Butane)



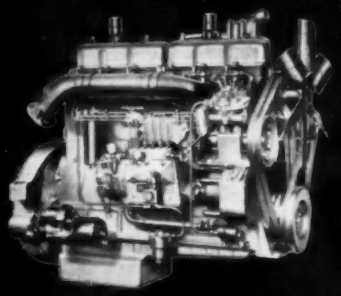
# THE PAYLOAD POWER PLANT

- **fast**
- **smooth**
- **powerful**

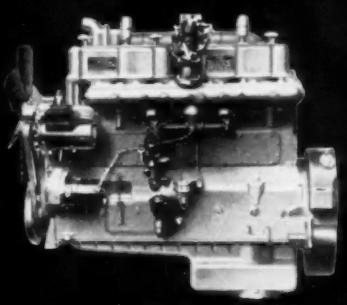
| MODEL | Cyl. | *Features | Bore and Stroke | Displ. Cu. In. | Max. Torque @ RPM | Max. HP | RPM |
|---|---|---|---|---|---|---|---|
| **TURBO-SUPERCHARGED DIESELS** | | | | | | | |
| 197-DLCS | 6 | AT | 4 x4 | 320 | 280-2000 | 131 | 2800 |
| 135-DKBS | 6 | ACTV | 4¼x5 | 426 | 400-1800 | 185 | 2800 |
| 148-DKBS | 6 | ACTV | 5¼x6 | 779 | 706-1800 | 280 | 2100 |
| WAKDBS | 6 | ACTV | 6¼x6½ | 1197 | 1062-1600 | 352 | 1800 |
| **NORMAL DIESELS** | | | | | | | |
| 180-DLC | 4 | AC | 3½x3¾ | 144 | 102-1800 | 45 | 2400 |
| 185-DLC | 6 | A | 3½x3¾ | 216 | 152-1200 | 60 | 2400 |
| 190-DLCA | 6 | AC | 3¾x4 | 265 | 191-1400 | 85 | 2800 |
| 195-DLCA | 6 | AC | 4 x4 | 302 | 221-1800 | 98 | 2800 |
| 135-DKB | 6 | ACV | 4¼x5 | 426 | 328-1600 | 147 | 2800 |
| 148-DKB | 6 | ACV | 5¼x6 | 779 | 584-1000 | 200 | 2100 |
| WAKDB | 6 | ACV | 6¼x6½ | 1197 | 845-1000 | 258 | 1800 |
| **GASOLINE** | | | | | | | |
| 180-GLB | 4 | AC | 3½x3¾ | 144 | 118-1600 | 45 | 2400 |
| 185-GLB | 6 | A | 3½x3¾ | 216 | 176-1400 | 67 | 2400 |
| 190-GLB | 6 | A | 3¾x4 | 265 | 220-1200 | 77 | 2400 |
| 195-GKA | 6 | ACV | 4⅛x4 | 320 | 243-1600 | 122 | 3000† |
| MZA | 6 | A | 4¼x4¾ | 404 | 289-1000 | 128 | 2800† |
| 135-GKB | 6 | ACV | 4¼x5 | 426 | 337-1200 | 147 | 2800† |
| 135-GZB | 6 | ACV | 4⅜x5 | 451 | 354-1200 | 153 | 2800† |
| 140-GKB | 6 | ACV | 4½x5½ | 525 | 425-1000 | 177 | 2600† |
| 140-GZB | 6 | ACV | 4⅝x5½ | 554 | 448-1100 | 188 | 2600† |
| 145-GKB | 6 | ACV | 5¼x6 | 779 | 595-1000 | 240 | 2400† |
| 145-GZB | 6 | ACV | 5⅜x6 | 817 | 630-1100 | 250 | 2400† |
| WAKB | 6 | ACV | 6¼x6½ | 1197 | 1000-1000 | 280 | 1800 |

***FEATURES:** A—Aluminum Alloy Pistons; C—Counterbalanced Crankshaft; T—Turbo-Supercharged; V—Vibration Dampener.

†These engines rated at higher hp and rpm for fire engine service. *Send for Bulletin 1079 for LPG ratings and complete listing of engine hp and speed ratings.*



148-DKB NORMAL DIESEL



145-GKB GASOLINE

# ENGINES

## NORMAL and TURBOCHARGED DIESELS
## . . . GASOLINE . . . LP GAS

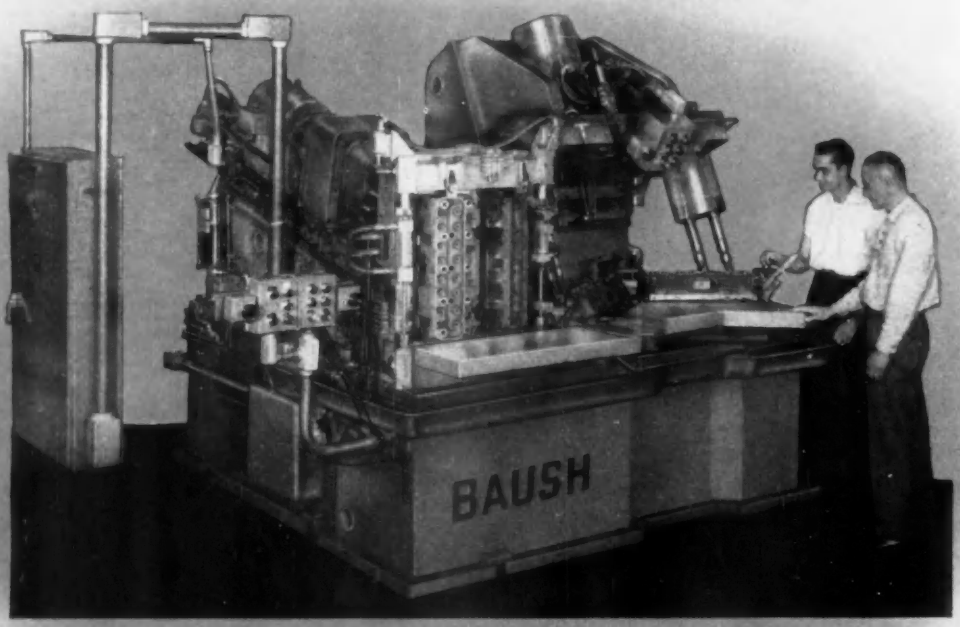
*Write for descriptive bulletins*



Truck powered by Waukesha 148-DKB Normal Diesel

334

**WAUKESHA MOTOR COMPANY**
**Waukesha, Wisconsin**
New York Tulsa Los Angeles




# Special *Two Way* Baush Features Model "S" Mechanical Leadscrew Unit...

**in machine designed to end-mill and tap angular spark plug holes in cylinder head.**

**Speeding production of cylinder heads for a large motor producer this Baush machine completes 40 cylinder heads every hour. Production men are finding that Model "S" Mechanical Leadscrew units cut spoilage of parts with steady, clean cutting, as well as increasing production through less downtime and quicker starting.**

**BAUSH**
**MACHINE TOOL CO.**
**SPRINGFIELD 7, MASSACHUSETTS**

SPECIFICATIONS:

Welded steel base of this machine has chip conveyor running through it. At the left is the angular Model "S" Mechanical Leadscrew Unit which has a 4-spindle fixed center head arranged to end-mill holes.

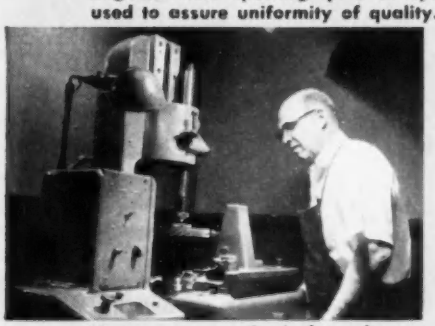
At the right is a stationary angular Tapper with 4-spindle individual leadscrew fixed center head for tapping spark plug holes. This four position permanent-type fixture is hydraulically operated, electrically interlocked, and fixture hydraulically clamps part in position.

Full Trabon Lubrication system is used, with Mist Lubrication for tapping. The four motors and electrical controls are to J.I.C. standards.

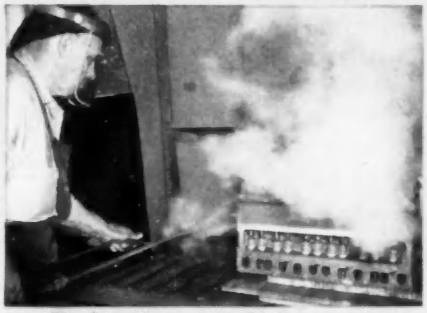
**We'll gladly help solve YOUR machine tool problems — just send along your specifications. There is no obligation.**



1 The buyer of a Continental "S" assembly receives full benefit of the advanced practices which maintain quality in new engines. Here spectrographic analysis is used to assure uniformity of quality.

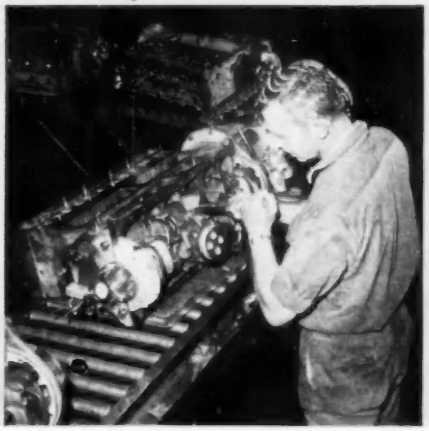


2 Here gears are checked to plus-or-minus .0003, on the involute checker, while results are recorded on a continuous chart.



3 Live steam under high pressure removes all foreign matter from inside engine block.

4 End play is checked, and all lines are oil tested, just as in new engine assembly. Then bearing caps, cylinder heads, gear covers, and filler blocks are all torqued to specifications.



# CONTINENTAL

## "S" Assemblies

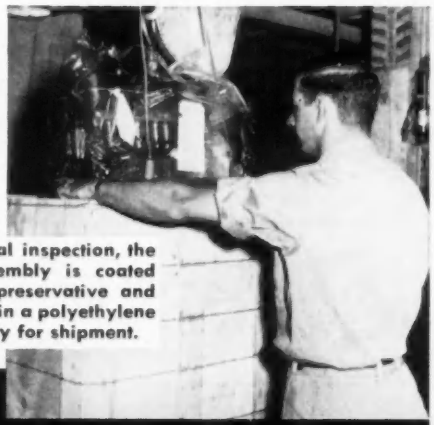
## Cut Costly Down-Time

•

Every model in Continental's broad line of transportation engines is now available in "S" Assembly form—basic engine complete with cylinder-and-block assembly, oil pan, cylinder head, piston and valve assemblies, crankshaft, camshaft, gear cover, bearings and caps, crank and cam gears, and front end plate, fully assembled and torqued to specifications, ready to drop under the hood in an absolute minimum of time . . . An "S" Assembly usually costs less than the full overhaul it supplants, but the clinching point in its favor is the saving it effects in costly time out of use. Whether you operate a single unit or a fleet, it will pay you to investigate. Write for information.

•

CONTINENTAL MOTORS · Powerful as the Nation · AMERICA'S STANDARD ®

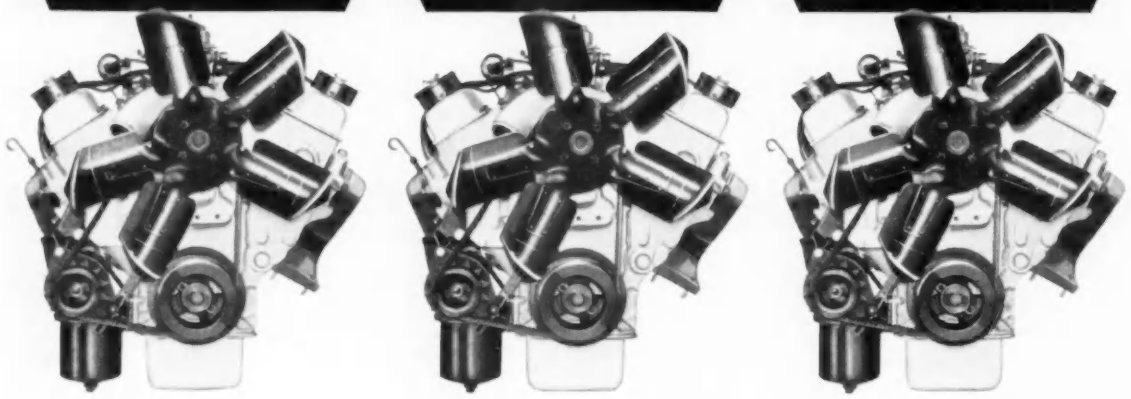


5 After final inspection, the "S" assembly is coated with a preservative and encased in a polyethylene bag ready for shipment.

**Continental Motors Corporation**

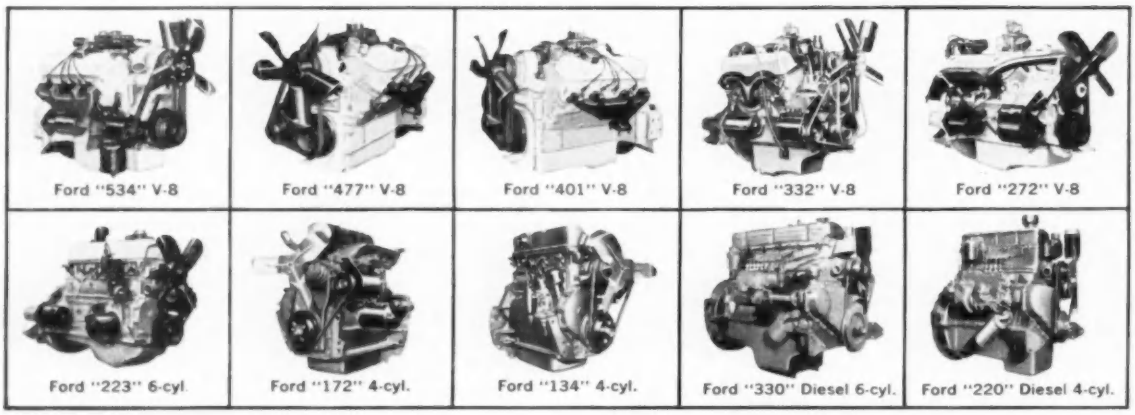
MUSKEGON • MICHIGAN

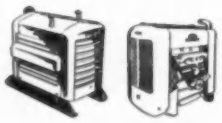
**FORD 401 cu. in.** | **FORD 477 cu. in.** | **FORD 534 cu. in.**



## NOW, 3 NEW FORD INDUSTRIAL ENGINES . . .

# Up to a MIGHTY 534 cu.in.



Meet the new Ford Super Heavy Duty V-8's . . . built to handle the big jobs easier, at less cost. The most modern in the industry, they feature new high-turbulence combustion chambers . . . new fuel induction systems . . . new lubrication systems . . . and provide more horsepower per pound of engine weight than ever before possible.

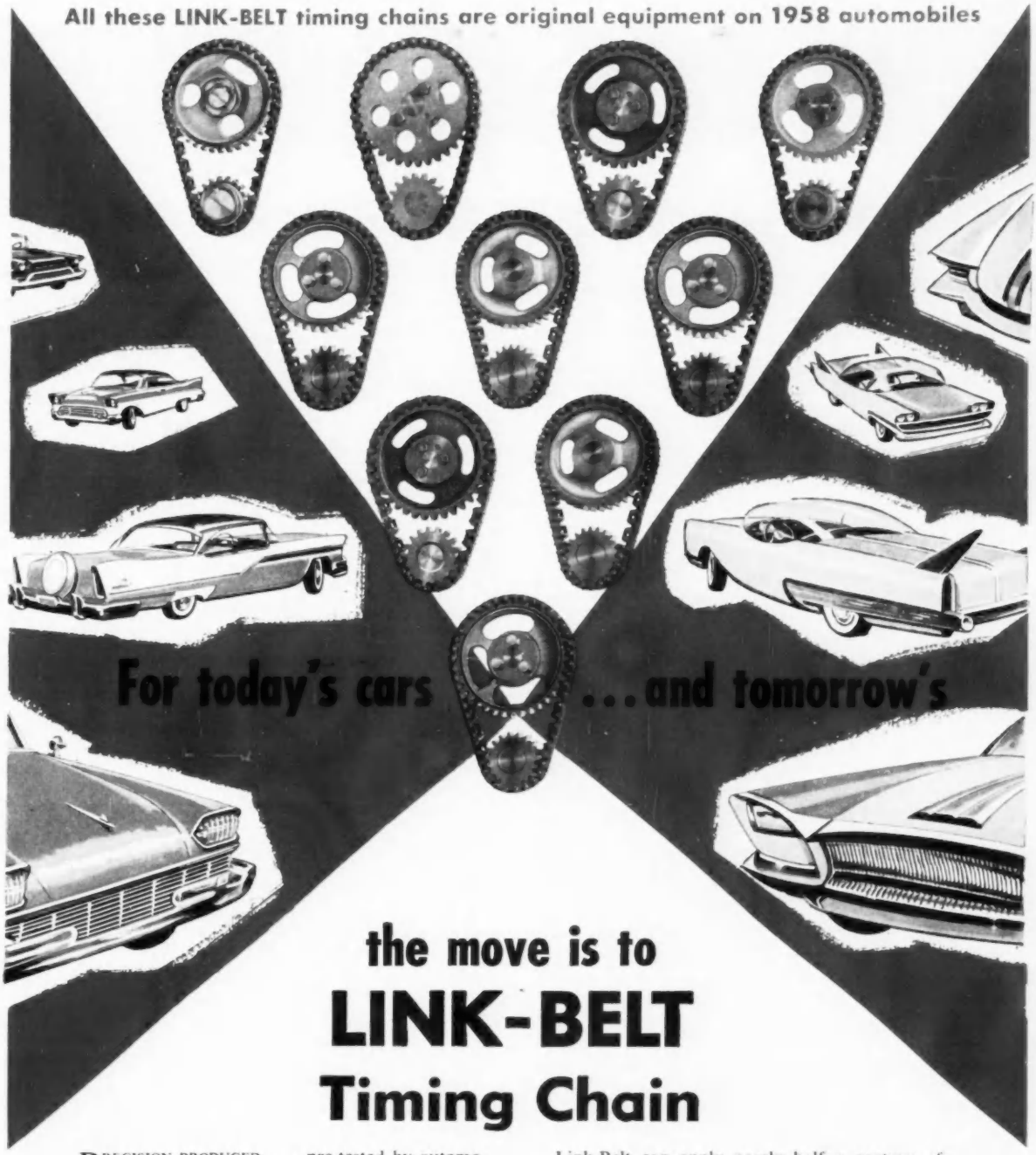
Check Ford's *full line* of 4-, 6- and V-8 cylinder engines. Most are available as engine assemblies or complete power units, foot- or skid-mounted.

Ford
INDUSTRIAL ENGINES
AND POWER UNITS

**YOUR JOB IS WELL-POWERED**
**WHEN IT'S FORD-POWERED**

INDUSTRIAL ENGINE DEPARTMENT
**FORD Division of FORD MOTOR COMPANY,** P. O. BOX 598, DEARBORN, MICHIGAN

All these LINK-BELT timing chains are original equipment on 1958 automobiles




# the move is to LINK-BELT Timing Chain

PRECISION-PRODUCED . . . pre-tested by automotive industry standards—Link-Belt timing chain has won a new high in acceptance on 1958 automobiles. For tomorrow's cars, too, designers are looking to Link-Belt to maintain more miles of factory-engineered timing . . . to satisfy the increased requirements of higher engine operating efficiencies.

Among the reasons for this growing preference: Link-Belt offers segmental bushings for automatic joint snugness, with no "slap" on the non-load side. Built-in check in joints permits forward articulation for sprocket contact without backbend and whip. And Link-Belt's link-and-tooth form eliminates chordal action for smoother, longer-lasting performance.

Link-Belt can apply nearly half a century of engineering experience and facilities of the world's largest chain plant to furnish a test drive to your specifications. Write for data Book 2065. 14.760

LINK-BELT

TIMING CHAINS AND SPROCKETS

LINK-BELT COMPANY: 220 South Belmont Ave., Indianapolis 6, Ind.

# WHY CDF CELORON®

## with laminated rim reduce noise

### Smooth, reliable power transmission assured for modern engine timing requirements

By John A. Petho, Supervisor of Sales Engineering
Molded Products Division
Continental-Diamond Fibre Corp.
A Subsidiary of The Budd Company
Bridgeport, Pennsylvania

The basic requirements for automotive timing gears are smooth transmission of power, quietness and reasonable service life. Depending on the installation these requirements will have varying degrees of importance which can be controlled to a large extent by the selection of the material, design, and quality of workmanship.

Material and design are closely related, but only too frequently changes in the powerplant have been made without corresponding changes in design and material. For this reason, a brief review is given of the design advantages of Celoron, a cotton fabric-based gear material, and of Celoron laminated rim timing gears.

#### WHAT IS CELORON?

It is the trademarked name of over 30 years standing for a laminated or macerated molded industrial plastic made only by C-D-F for a wide range of gear and mechanical and electrical insulation needs. It designates one of the best, if not the best, high impact molded fabric phenolics for mechanical applications. For timing gears, a phenolic type resin bonds the laminated and macerated cotton fabric into a blank that has the required mechanical strengths. Over the years, we have learned the importance of selecting cotton fabric with the proper weave and weight. Consequently, the design engineer has been given a gear with greater strength, less and more uniform tooth wear, quieter operation.

#### TYPES OF GEARS MADE FROM CELORON

For original equipment, the laminated rim construction has become standard with two types of construction between the rim and the hub. The gears can be light, medium or heavy duty types. The weight of the fabric used for the gear rim is controlled by the DP of the gear. The WEB gear offers a quality gear with the least possible finishing. The SPOKE gear incorporates many fundamental principles of design long used for quieter operation and longer life. The spokes absorb most of the critical vibrations, have greater resilience and flexibility. However costs are slightly higher.

#### COMPARATIVE AVERAGE PROPERTIES

| | Laminated (rim) | Macerated (web or spoke) |
|---|---|---|
| Tensile Strength, psi | 10,000 | 6,500 |
| Flexural Strength, psi | 20,000 | 10,000 |
| Compressive Strength, psi | 38,000 | 25,000 |
| Shearing Strength, psi | 12,000 | 8,500 |
| Izod Impact Strength, flatwise (Notched in ft. lbs. per 1" of notch) | 4.0 | 2.3 |

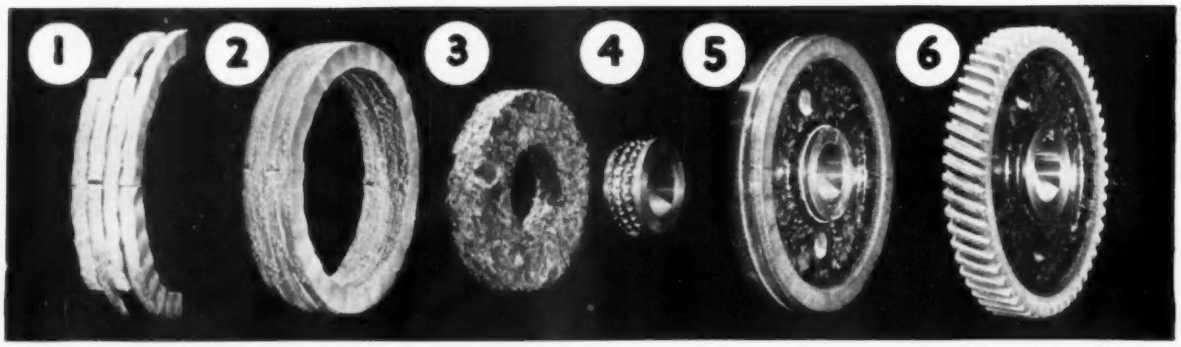
#### UNIFORM TOOTH STRENGTH

The segments forming the gear rim are punched in such a way that the stronger direction of the fabric is used to form the flank of the gear tooth. This results in a stronger, uniform gear.

#### WEB FLEXIBILITY

To mold a non-uniform cross section web, laminated construction cannot be used. The treated canvas is macerated to permit shape molding. An important factor of web strength is the size of the particles used. Too large or too small particles will reduce the strength and influence the moldability of the gear. It is necessary to control the weight of each cake of macerated material, assuring a better quality gear.

The molding of the gear web permits the designer to introduce various degrees of flexibility to the gear. In some helical gear installations the service life of the gear can be directly related to flexibility. This is a problem which can be best solved by experience, knowledge of the material and complete knowledge of requirements of the installation. Unfortunately, all these factors are very seldom at the command of the gear designer.



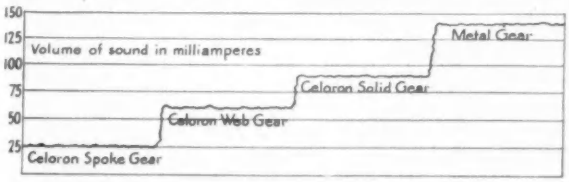

**HERE IS HOW** a Celoron gear gets its higher tooth strength, more flexibility, greater impact resistance: 1. A special grade of tough cotton is coated with phenolic varnish, then cut into strips and punched into segments. 2. These segments are staggered and piled up into the outer rim which will become the gear teeth. 3. The web or inner ring is made of macerated cloth —gives the gear its side flexibility. 4. The metal bushing is inserted and the make-up is put in to the mold. 5. The resin softens, the coated fabric flows and fills the mold. On hardening, a strong Celoron gear blank is produced. 6. Teeth are then cut in the laminated rim. Tests show they have higher impact strength and more resistance to wear!

# TIMING GEARS

## level, give longer service

### SOUND HARMONICS OF CELORON

There is no mechanical motion without friction. Friction develops vibrations which are in turn transmitted to the air, thereby producing noise. As all sound is characterized by waves of definite frequency and amplitude, these characteristics of frequency and amplitude enter into a consideration of gear noise. Frequency of a gear noise is determined by the number of tooth contacts per second.




Amplitude of a gear noise is the result of a number of factors, such as the material and shape of the gear and gear housing.

Celoron has a natural low tone frequency and design changes in the structure of the web further reduces the tendency of noise pickup. With a spoke design, it is possible to break up the continuous line of sound between the hub and rim, practically eliminating the pickup and amplification of sound.

### HORSEPOWER RATING OF CELORON

Because Celoron is a non-metallic material, when calculating the horsepower rating of Celoron timing gears, use this modification in the velocity factor of the Lewis Formula.

$$\text{Velocity factor} = \frac{150}{200+v} + .25$$

$$\text{SWS} = 6000 \times \frac{150}{200+v} + .25$$

$$\text{HP} = \frac{0.000095 \times \text{SWS} \times \text{FW} \times \text{Y} \times \text{PLV}}{\text{DP}}$$

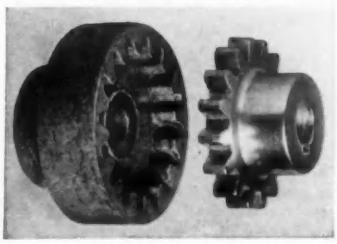
This formula, adopted by the American Gear Manufacturers Association, takes into consideration the characteristics of Celoron. Results obtained in service have supported its use.

### POSITIVE KEYING

Celoron which basically belongs to the plastic family has one of the disadvantages of plastics which is a limited amount of compressibility or plastic flow when subjected to a continuous load such as exists at the keyways. To overcome this characteristic and to distribute the loads at the keyway, a steel bushing is molded in the Celoron gears for the bore and the keyway. The steel bushing is anchored to the Celoron, in the molding operation, with staggered interrupted splines instead of the customary diamond knurls. This method is a C-D-F development.

### GEARS VERSUS CHAINS

It would be presumptuous of me to set down all the pros and cons of this engineering tug-of war. C-D-F naturally believes in gear timing and has worked to apply Celoron to its fullest use.



**CELORON FLEXIBLE COUPLINGS** are designed for horizontal as well as vertical drives. The female end of the sprocket type coupling is molded of macerated Celoron which transmits power smoothly and quietly. Write for folder CS-53 with design-ordering information.

Here are a few random quotes, not from plastics engineers, but from automotive design engineers:

"Our experience indicates that timing gears are extremely satisfactory. Probably one of the problems in satisfactory timing gear life is associated with crankshaft stiffness and the fact that the V-8 engine has a relatively short rigid shaft makes a timing gear ideal for this type of engine."

**ANOTHER INTERESTING ONE:** "From a cost standpoint the gear drive is less expensive than the timing chain drive."

**AND ANOTHER:** "Even the shortest camshaft drive chains consist of approximately 450 parts. Each of these parts is subject to wear. It is evident that even the slightest trace of wear on each individual part will add up to quite an imposing total for the entire chain. A gear drive for a camshaft has only two parts to wear. Even then the wear is distributed over the entire tooth width instead of being localized."



C-D-F laminated rim Celoron web gears with metal gear.

### SUMMARY ON CELORON

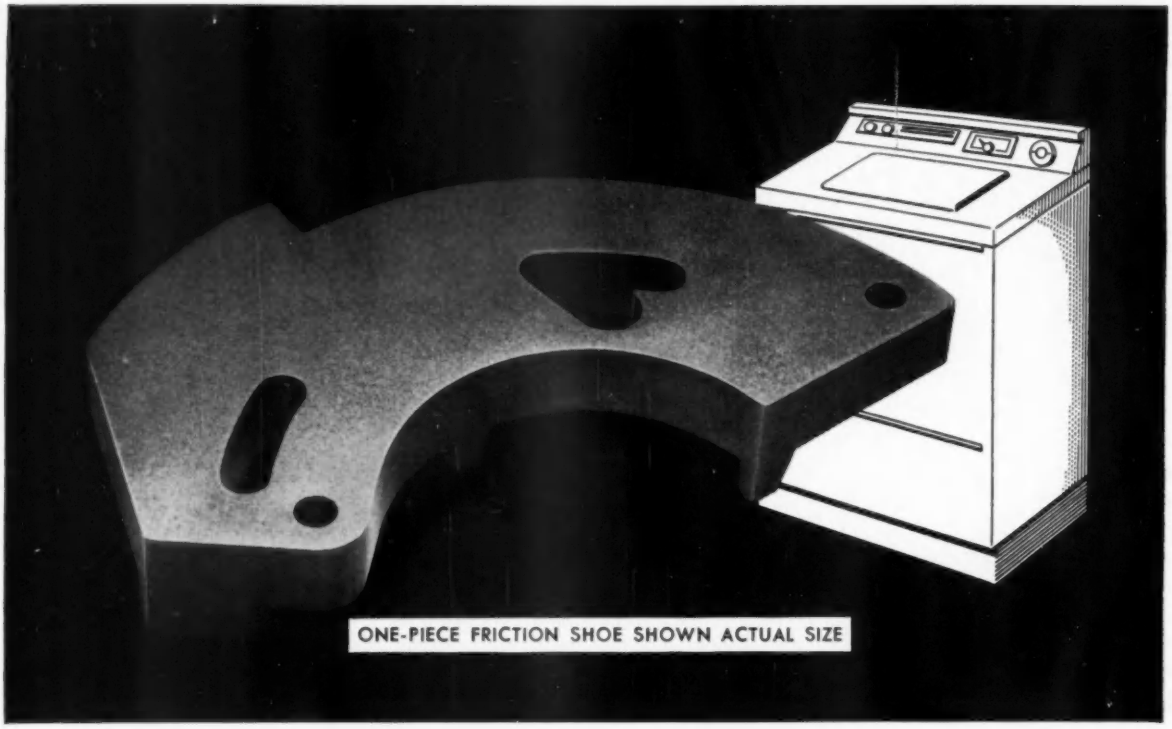
The foregoing are a few of the points which make Celoron a desirable material for automotive timing gear applications. There are many more from a cost and customer service standpoint. The material is being continually improved and in its 30 years of existence the only thing remaining of the original material is the name of Celoron. New resins, new fabrics, new methods of molding have made Celoron stronger and lower priced. Semi-automatic molding operations provide open capacity for supplying Celoron. Plant capacity has been steadily increased each year since 1946.

However, all the good inherent properties of Celoron can be destroyed by faulty design. It is always a good policy to discuss the design problems with the manufacturer of the material. Write for test data and samples. C-D-F wants to help you, is a big reliable source of supply!

**CONTINENTAL-DIAMOND FIBRE**

A SUBSIDIARY OF THE Budd COMPANY • NEWARK 2, DEL.

## ANOTHER EXAMPLE OF HOW CONTINUING RESEARCH KEEPS R/M FIRST IN FRICTION




# R/M structural part made of friction material cuts costs 75%

This is a centrifugal clutch shoe for an automatic clothes washer. The old way you'd make it by bonding friction material to a steel member. R/M now makes it by molding the whole part of friction material—a special new type. And the manufacturer cuts the cost of the shoe 75%.

Cutting costs for customers is nothing new at Raybestos-Manhattan. We've been doing it for over 55 years. R/M has more extensive test facilities—and spends more on testing—than any other friction material manufacturer. Our many customers—prospects too—come straight to us for their own development testing. As a result we've amassed a wealth of knowledge about molded, woven, metallic and ceramic friction material behavior that is setting the pace for the industry.

Unlike other manufacturers, R/M works with all types of friction materials. Constantly testing, exploring, developing in advance of today's needs, R/M is finding new and profitable answers to friction problems you may be facing now. And with the number of sales engineers we have in the field, we can have a man at your desk on any problem within 24 hours.

Whatever your requirements, whatever your application, whenever you think of friction, think first of R/M.

Write now for your free copy of R/M Bulletin No. 500. Its 44 pages are loaded with practical design and engineering data on all R/M friction materials.



FIRST IN FRICTION

## RAYBESTOS-MANHATTAN, INC.

EQUIPMENT SALES DIVISION: Bridgeport, Conn. • Chicago 31 • Cleveland 16 • Detroit 2 • Los Angeles 58

RAYBESTOS-MANHATTAN, INC., Brake Linings • Brake Blocks • Clutch Facings • Sintered Metal Products Industrial Adhesives • Mechanical Packings • Asbestos Textiles • Industrial Rubber • Rubber Covered Equipment • Engineered Plastics • Abrasive and Diamond Wheels • Laundry Pads and Covers • Bowling Balls

# COMPLETE DEPENDABILITY with LOWER MILEAGE COSTS!

# MERCEDES-BENZ
## DIESEL ENGINES

Keeping them rolling at the lowest possible cost is of vital importance to the trucking industry . . . And just as important as economy is to management, the power under the hood is to the driver . . . With Mercedes-Benz diesel engines you get economical fuel consumption, simple maintenance, quiet operation and smokeless combustion . . . When the driver needs that added surge of power, he gets it with a Mercedes-Benz diesel . . . The effortless performance of the world famous Mercedes-Benz diesel engine, and its unusually long life, make it the finest engine available for owners who demand the very best.



**MODEL OM 326**
**220 h.p. at 2300 r.p.m.**



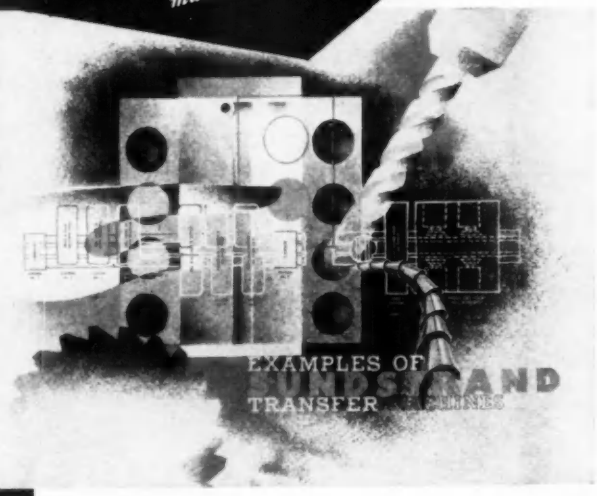
**Other Mercedes-Benz diesels available in 12 and 20 cylinders, Turbo and Supercharged, up to 3000 h.p.**

UTICA DIVISION
**CURTISS-WRIGHT**
CORPORATION • UTICA, MICHIGAN

SEE EXAMPLES OF **Work Transfer Pallet-Type Indexing MACHINES**

**NEW SUNDSTRAND BOOKLET**
*shows "Engineered Production" answers to a wide range of machining problems*




● More than 20 years' experience in engineering and building transfer machines are represented in this new Sundstrand booklet. The emphasis is on today's lines for crankshafts, cylinder blocks, transmission parts, electric motor frames, etc. Among the installations shown and operations described are: rotary indexing setups, pallet-type handling of nonferrous metal parts, lines with more than 40 work stations, even lines that permit flexibility normally believed impossible in high-production machines. All these have one factor in common — Sundstrand engineering, proved on numerous successful applications in scores of production plants.

Your copy will quickly show you how Sundstrand can engineer the answer to your production problems. Write for Bulletin 289 today.

# SUNDSTRAND MACHINE TOOL CO.

2571 ELEVENTH ST., ROCKFORD, ILLINOIS

SUNDSTRAND *"Engineered Production" Service*

AUTOMATIC LATHES | SIMPLEX RIGIDMILS | DUPLEX RIGIDMILS | TRIPLEX RIGIDMILS | SPECIAL MACHINES





# CHRYSLER
## INDUSTRIAL ENGINES



**here's why** more and more manufacturers and owners of heavy-duty equipment are powering with big output, low cost Chrysler Industrial Engines.

1. Greater endurance: Chrysler Industrial Engines are high-speed, heavy-duty power plants built to stand up under the toughest jobs.
2. Greater efficiency: Chrysler Ind. 56A, for example, has oversquare, short-stroke design that cuts friction loss to a minimum; hemispherical-design combustion chambers produce more power with less heat loss.
3. Greater adaptability: Chrysler Engines can be tailored to your individual requirements with Chrysler optional equipment. All are available as open or closed power units; operate at full efficiency on gasoline, natural or L-P gas.

**OPTIONAL EQUIPMENT AVAILABLE ON CHRYSLER INDUSTRIAL ENGINES**

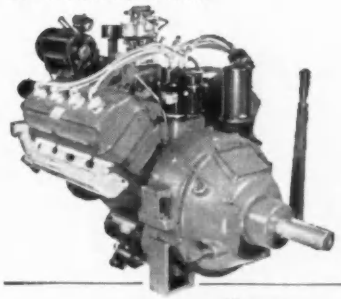
- Chrysler Torque Converter
- Corrosion and Fungus Resistant Electrical System
- Fluid Coupling
- Heavy-Duty Over-Center Clutch and Power Takeoff
- Mechanical or Velocity Governor
- Radio Shielding (24 volt)
- 3, 4 or 5 Speed Transmission
- Propane or Natural Gas Burning Carburetors
- Heavy-Duty, Oil Bath Air Cleaner
- Safety Switches (Low Oil Pressure, High Water Temperature)

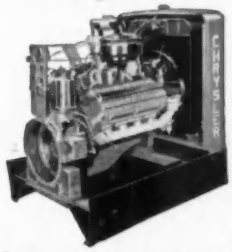
INDUSTRIAL ENGINE DIVISION
CHRYSLER CORP., DETROIT 31, MICH.

**SEE SPECIFICATIONS AND PERFORMANCE DATA PAGES 198-199**

### two V-8 models

SHOWN: CHRYSLER IND. 56A
354 Cu. In. Displacement



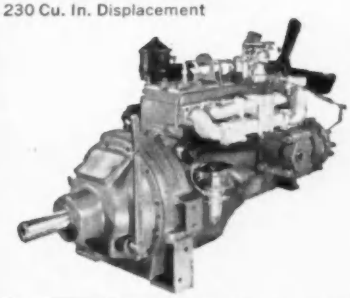



### Chrysler open power units

Open power units for all engines include complete engine, plus skid base, fuel tank, radiator, instrument panel—complete with instruments—mounted on flywheel housing.

### four in-line 6 models

SHOWN: CHRYSLER IND. 31
230 Cu. In. Displacement






### Chrysler enclosed power units

Enclosed power units have complete engine, fuel tank, storage battery, instruments and instrument panel, flywheel, flywheel housing, skid base and completely enclosed sheet metal.

# Diamond Chain Company, Inc.

OUR 68th YEAR

*A Subsidiary of American Steel Foundries*

---

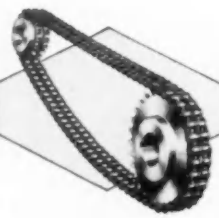
**Manufacturers of Heavy Duty Roller Type Chains for Timing Drives**

---

*Engine builders are profiting by their adoption and use*

*Review the record by contacting*

**Sales Engineering Section**
**Diamond Chain Company, Inc.**
**Dept. 626, 402 Kentucky Avenue**
**Indianapolis 7, Indiana**

**DIAMOND**  **ROLLER CHAINS**

*Timing Drive Chains*



# There have been some changes made

Many things have changed in the years since the first Chrysler automobile, the 1924 six cylinder Brougham, was produced. Thirty-four years of constant progress in design and engineering are reflected in the 1958 model.

Purolator is proud of its association with Chrysler, which began with the first production model and has continued, through the years, right up to the 1958 line. The progress of the automotive industry has been matched by that of Purolator in engineering skills and manufacturing facilities. Purolator designed and made the first automotive oil filter . . . it was a big feature of the 1924 Chrysler . . . and has continuously designed and made the exact filters required for the specific needs of the industry. They are ready to meet future filtration requirements.



*Filtration For Every Known Fluid*

**PUROLATOR**

**PRODUCTS, INC.**

RAHWAY, NEW JERSEY AND TORONTO, ONTARIO, CANADA



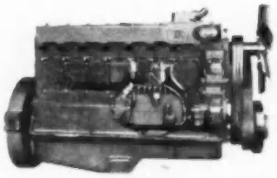
## On the Job ..... It's Allis-Chalmers Engines for Economical Power

Your equipment will operate at lower over-all cost and with less maintenance when powered by Allis-Chalmers engines. There's a diesel or LPG engine up to 500 hp for every application — fast, overland hauls . . . slow, jolting off-highway work.

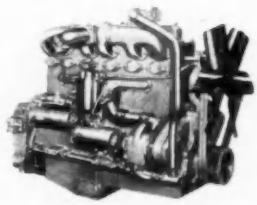
Why not investigate their advantages and performance records? Find out how an Allis-Chalmers engine makes good equipment even better.

| Model | Bore and Stroke | Displ. Cu In | Max. Torque RPM | Hp at Max. Speed |
|---|---|---|---|---|
| 8DAS-1125* | 5¼ x 6½ | 1125 | 960 @ 1450 | 350 @ 2100 |
| 8DA-1125 | 5¼ x 6½ | 1125 | 800 @ 1100 | 287 @ 2100 |
| 6DAS-844* | 5¼ x 6½ | 844 | 780 @ 1550 | 280 @ 2100 |
| 6DA-844 | 5¼ x 6½ | 844 | 650 @ 1300 | 215 @ 2100 |
| 6DA-779 | 5¼ x 6 | 779 | 540 @ 1400 | 185 @ 2100 |
| 6DA-273 | 3¾ x 4⅛ | 273 | 206 @ 1600 | 86 @ 2600 |

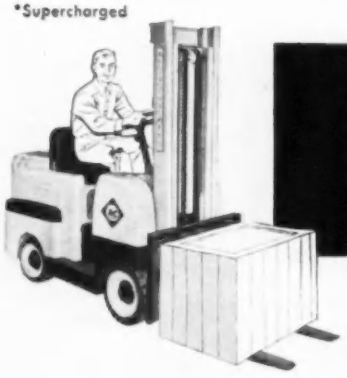
*Supercharged



8DAS-1125 — (Supercharged) 350 hp



6DA-779 — 185 hp



## At the Terminal ..... It's Allis-Chalmers Fork Trucks for Low-Cost Handling

Allis-Chalmers Fork Trucks are noted for their ability to work many thousands of hours without major attention, and to get back on the job quickly when servicing is required. There is a complete range of models — gasoline, gas and diesel — with capacities to 10,000 lb. They are available with standard transmission or torque converter drive, and with Power Shift.

*Get all the facts from your Allis-Chalmers engine dealer.*

ALLIS-CHALMERS, ENGINE - MATERIAL HANDLING DIVISION, MILWAUKEE 1, WISCONSIN

# ALLIS-CHALMERS

BA-3

# There's no substitute for the FORGED crankshaft



*Crankshaft forgings illustrated, left to right, for V-8 passenger car, diesel truck and heavy tractor engines*

**Crankshafts have been made successfully by other methods of fabrication and have proven to be *good enough* for certain non-critical applications — but for maximum dependability of the modern, compact, high compression, high torque engine a forged crankshaft is essential.**

**The forging process assures, to the greatest degree possible, uniformity and predictability of physical properties with a minimum variance from piece to piece or from one location to another in the same piece.**

**Wyman-Gordon has been forging crankshafts since the beginning of the internal combustion engine era and today produces more crankshafts for a greater variety of applications than any other company in the world. In a crankshaft there is no substitute for a forging, and in a forging there is no substitute for Wyman-Gordon quality and experience.**

## WYMAN-GORDON COMPANY

*Established 1883*

WORCESTER 1, MASSACHUSETTS
HARVEY, ILLINOIS • DETROIT, MICHIGAN

FORGINGS OF ALUMINUM • MAGNESIUM • STEEL • TITANIUM




# Now you can get highest capacity at lowest cost with Torrington Needle Rollers

A hardened shaft, a hardened housing, and precision Torrington Needle Rollers provide the most economical, highest capacity anti-friction assembly you can obtain.

Six roller end shapes permit design flexibility whether the requirement be maximum effective roller length, proper fillet clearances or greater lip retainment. Torrington Needle Rollers are available in a complete line meeting SAE and AFBMA specifications. Torrington standards for material, heat treat, tolerance and finish of Needle Rollers are the highest in the industry.

Operating results with Needle Rollers depend on careful design of mating parts. Torrington's Engineering Department, with extensive experience in Needle Roller application, will be glad to give you technical advice on your needs. *The Torrington Company*, Torrington, Conn.—and South Bend 21, Ind.



Full complement of small diameter rollers insures maximum number of contact lines in load zone for high radial capacity in minimum space.



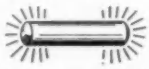
Mounted without races between hardened shaft and hardened housing (RC-60 recommended), Torrington Needle Rollers allow largest possible shaft diameters.



Carefully hardened, ground and lapped high carbon chrome steel makes each Torrington Needle Roller a precision part for long life performance.



Close tolerances are assured by stringent quality controls. Standard OD tolerance is .0002", but Torrington Needle Rollers can be supplied with tolerance of .00005". Tolerance on length depends on end shape.



Fine finish reduces friction to a minimum. Torrington Needle Rollers are usually polished to 4-6 rms, but finishes as fine as 1-3 are available on special order.

**TORRINGTON BEARINGS**

*District Offices and Distributors in Principal Cities of United States and Canada*

**NEEDLE • SPHERICAL ROLLER • TAPERED ROLLER • CYLINDRICAL ROLLER • BALL • NEEDLE ROLLERS • THRUST**

# AVIATION SECTION

## AIRCRAFT AND AIRCRAFT ENGINES

•

PRODUCTION

REGISTRATIONS

AIRPORTS AND LANDING FIELDS

AIR CARRIER STATISTICS

SPECIFICATIONS

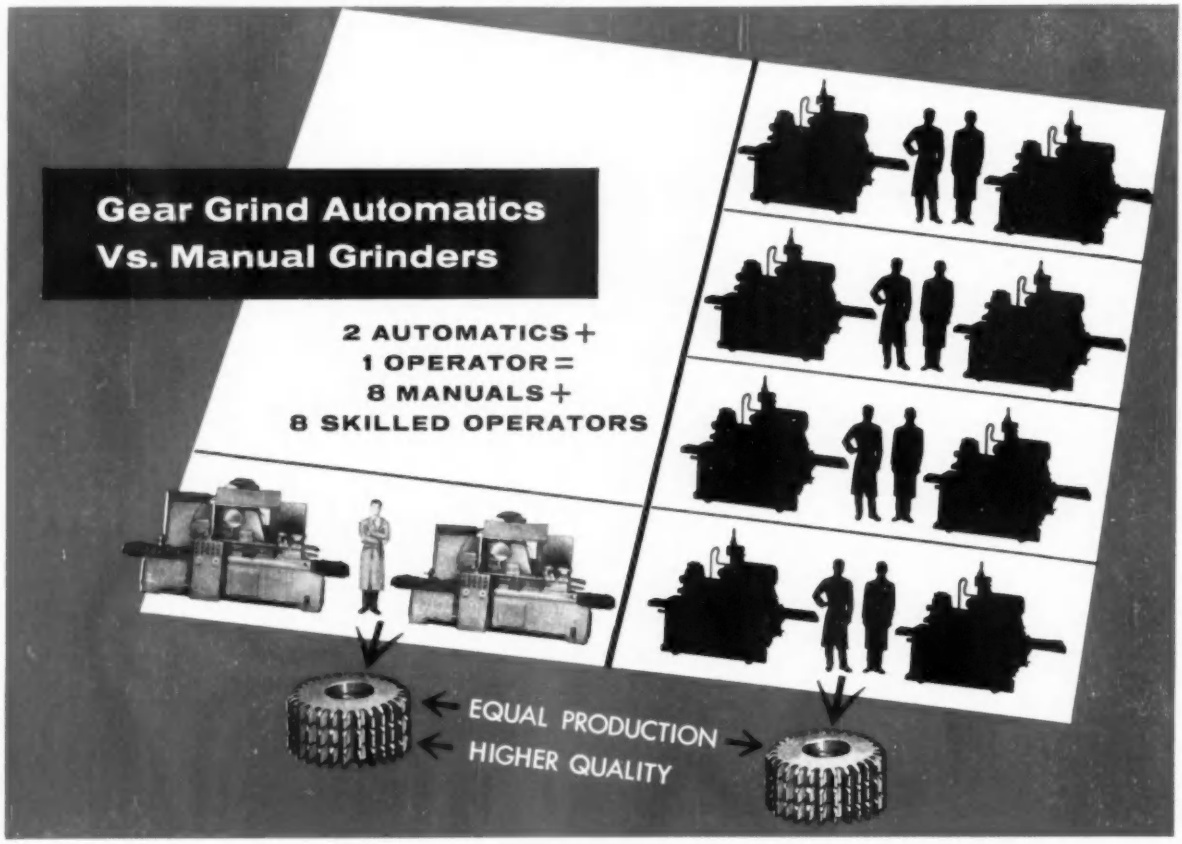
3

# AUTOMOTIVE INDUSTRIES

40TH ANNUAL

# STATISTICAL ISSUE 1958

# Precision gear grinding economy!




# —Plus this 4-way versatility

Choose from any of these methods (with selective feed increments) depending on your requirements:

1 Rough grinding
2 Rough grind; finish grind
3 Rough grind; semi-finish grind; finish grind
4 Manual grind

**50th ANNIVERSARY—1908-1958**

GEARGRIND Detroit



UP TO 36" P.D.

**PUMP GEAR**



**PUMP ROTORS**
600 pcs./8 hrs./machine



floor to floor grinding cycle—6 minutes

For all the facts—write today!

**THE GEAR GRINDING MACHINE COMPANY**

3903 Christopher, Detroit 11, Michigan

*Manufacturers of:*

The Detroit Screwmatic 750, Automatic Screw Machine.
RZEPPA ("Sheppa") Constant Velocity Universal Joints

58 MT—5

## Aircraft and Aircraft Engine Shipments, by Years

*As reported by the Civil Aeronautics Administration and Aircraft Industries Association*

| Year | Aircraft | | | Aircraft Engines | | | Value of All Products |
|---|---|---|---|---|---|---|---|
| | Civil | Military | Total Aircraft | Civil | Military | Total Engines | |
| 1935 | 1,251 | 459 | 1,710 | 1,974 | 991 | 2,964 | $42,506,000† |
| 1936 | 1,869 | 1,141 | 3,010 | 2,433 | 1,804 | 4,237 | 78,149,000† |
| 1937 | 2,824 | 949 | 3,773 | 4,095 | 1,989 | 6,084 | 114,093,000† |
| 1938 | 1,823 | 1,800 | 6,623 | 3,800* | N.A. | N.A. | 198,293,000† |
| 1939 | 3,661 | 2,195 | 5,856 | N.A. | N.A. | 11,172 | 247,905,000 |
| 1940 | 6,785 | 6,019 | 12,804 | 7,500* | 22,667 | 30,167 | 370,000,000 |
| 1941 | 6,844 | 19,433 | 26,277 | 6,500* | 58,181 | 64,681* | 1,804,000,000 |
| 1942 | N.P. | 47,836 | 47,836 | N.P. | 138,089 | 138,089 | 5,817,000,000 |
| 1943 | N.P. | 85,898 | 85,898 | N.P. | 227,116 | 227,116 | 12,514,000,000 |
| 1944 | N.P. | 96,318 | 96,318 | N.P. | 256,911 | 256,911 | 16,047,000 |
| 1945 | 2,047 | 47,714 | 49,761 | 2,000* | 109,650 | 111,650 | 8,729,000,000 |
| 1946 | 35,001 | 1,669 | 36,670 | 40,822 | 2,585 | 43,407 | 629,505,000 |
| 1947 | 15,617 | 2,100 | 17,717 | 16,351 | 4,808 | 21,159 | 1,241,508,000 |
| 1948 | 7,302 | 2,284 | 9,586 | 9,039 | N.A. | N.A. | 221,638,143‡ |
| 1949 | 3,545 | 2,544 | 6,089 | 3,982 | N.A. | N.A. | 224,063,865‡ |
| 1950 | 3,520 | 3,000* | 6,520* | 4,314 | N.A. | N.A. | 217,162,000‡ |
| 1951 | 2,477 | 5,400* | 7,877* | 4,580 | N.A. | N.A. | 271,031,000‡ |
| 1952 | 3,509 | 9,000* | 12,509* | 5,382 | 26,000* | 31,382* | 426,970,000‡ |
| 1953 | 4,134 | 11,000* | 15,134* | 6,647 | 34,500* | 41,147* | 495,404,000‡ |
| 1954 | 3,389 | 9,000* | 12,389* | 5,519 | 22,000* | 27,519* | 522,915,000‡ |
| 1955 | 4,820 | 8,000* | 12,820* | 7,639 | 13,000* | 20,639* | 524,541,000‡ |
| 1956 | 7,205 | 6,800* | 14,005* | 11,499 | 13,000* | 24,499* | 754,353,000‡ |
| 1957 | 6,656 | N.A. | N.A. | 10,859 | N.A. | N.A. | 1,035,011,000‡ |

*—Estimated by Aircraft Industries Association. N.P.—No civil production. Military production only. N.A.—Not available. †—Value of aircraft, engines, parts, parachutes, etc., from C.A.A. and Bureau of the Census. ‡—Value of shipments of all products of civil aircraft and civil aircraft engine plants.

## Value of Net Sales of Complete Aircraft, Aircraft Engines, and Propellers

*Based on data from the Industry Division, Bureau of the Census*

NET SALES (In Thousands of Dollars)

| Product and Type of Customer | Nine Months | | For Full Year | | | |
|---|---|---|---|---|---|---|
| | 1957 | 1956 | 1956 | 1955 | 1954 | 1953 |
| **Complete Aircraft and Parts** | | | | | | |
| For U. S. Military Customers | $4,041,000 | $3,176,000 | $4,740,000 | $4,605,000 | $4,626,000 | $4,661,000 |
| For Other Customers | 913,000 | 557,000 | 814,000 | 559,000 | 600,000 | 518,000 |
| **Total—Aircraft and Parts** | **$4,954,000** | **$3,733,000** | **$5,554,000** | **$5,164,000** | **$5,226,000** | **$5,179,000** |
| **Aircraft Engines and Parts** | | | | | | |
| For U. S. Military Customers | $1,524,000 | $1,193,000 | $1,718,000 | $1,728,000 | $1,872,000 | $2,189,000 |
| For Other Customers | 291,000 | 226,000 | 317,000 | 205,000 | 190,000 | 189,000 |
| **Total—Engines and Parts** | **$1,815,000** | **$1,419,000** | **$2,035,000** | **$1,933,000** | **$2,062,000** | **$2,378,000** |
| **Aircraft Propellers and Parts** | | | | | | |
| For U. S. Military Customers | $97,000 | $68,000 | $101,000 | $112,000 | $151,000 | $176,000 |
| For Other Customers | 32,000 | 24,000 | 35,000 | 22,000 | 32,000 | 27,000 |
| **Total—Propellers and Parts** | **$129,000** | **$92,000** | **$136,000** | **$134,000** | **$183,000** | **$203,000** |
| **Total—U. S. Military Customers** | **$5,662,000** | **$4,437,000** | **$6,559,000** | **$6,445,000** | **$6,649,000** | **$7,026,000** |
| **Total—Other Customers** | **$1,236,000** | **$807,000** | **$1,166,000** | **$786,000** | **$822,000** | **$734,000** |
| **Other Products and Services** | $1,734,000 | $1,254,000 | $1,771,000 | $1,239,000 | $834,000 | $751,000 |
| **Total—All Products** | **$8,632,000** | **$6,498,000** | **$9,496,000** | **$8,470,000** | **$8,305,000** | **$8,511,000** |

## Value of Net New Orders of Complete Aircraft, Aircraft Engines, and Propellers

*Based on data from the Industry Division, Bureau of the Census*

NET NEW ORDERS (In Thousands of Dollars)

| Product and Type of Customer | First Nine Months | | During Years | | | |
|---|---|---|---|---|---|---|
| | 1957 | 1956 | 1956 | 1955 | 1954 | 1953 |
| **Complete Aircraft and Parts** | | | | | | |
| For U. S. Military Customers | $1,624,000 | $3,913,000 | $4,900,000 | $3,454,000 | $3,655,000 | $5,134,000 |
| For Other Customers | 750,000 | 1,398,000 | 1,765,000 | 1,744,000 | 606,000 | 427,000 |
| **Total—Aircraft and Parts** | **$2,374,000** | **$5,311,000** | **$6,665,000** | **$5,198,000** | **$4,261,000** | **$5,561,000** |
| **Aircraft Engines and Parts** | | | | | | |
| For U. S. Military Customers | $683,000 | $1,718,000 | $2,303,000 | $1,652,000 | $725,000 | $1,142,000 |
| For Other Customers | 184,000 | 574,000 | 735,000 | 413,000 | 160,000 | 144,000 |
| **Total—Engines and Parts** | **$867,000** | **$2,292,000** | **$3,038,000** | **$2,065,000** | **$885,000** | **$1,286,000** |
| **Aircraft Propellers and Parts** | | | | | | |
| For U. S. Military Customers | $103,000 | $75,000 | $141,000 | $57,000 | $121,000 | $100,000 |
| For Other Customers | 24,000 | 44,000 | 56,000 | 20,000 | 31,000 | 23,000 |
| **Total—Propellers and Parts** | **$127,000** | **$119,000** | **$197,000** | **$77,000** | **$152,000** | **$123,000** |
| **Total—U. S. Military Customers** | **$2,410,000** | **$5,706,000** | **$7,344,000** | **$5,163,000** | **$4,501,000** | **$6,376,000** |
| **Total—Other Customers** | **$958,000** | **$2,016,000** | **$2,556,000** | **$2,177,000** | **$797,000** | **$594,000** |
| **Other Products and Services** | $1,359,000 | $1,434,000 | $2,276,000 | $1,983,000 | $1,011,000 | $641,000 |
| **Total—All Products** | **$4,727,000** | **$9,156,000** | **$12,176,000** | **$9,323,000** | **$6,309,000** | **$7,611,000** |

## Value of Backlog of Orders for Complete Aircraft, Aircraft Engines, and Propellers

*Based on data from the Industry Division, Bureau of the Census*

BACKLOG OF ORDERS (In Thousands of Dollars)

| Product and Type of Customer | September 30 | | As of December 31 | | | |
|---|---|---|---|---|---|---|
| | 1957 | 1956 | 1956 | 1955 | 1954 | 1953 |
| **Complete Aircraft and Parts** | | | | | | |
| For U. S. Military Customers | $6,534,000 | $9,454,000 | $8,877,000 | $8,717,000 | $9,868,000 | $10,840,000 |
| For Other Customers | 2,744,000 | 2,797,000 | 2,907,000 | 1,956,000 | 771,000 | 764,000 |
| **Total—Aircraft and Parts** | **$9,278,000** | **$12,251,000** | **$11,784,000** | **$10,673,000** | **$10,639,000** | **$11,604,000** |
| **Aircraft Engines and Parts** | | | | | | |
| For U. S. Military Customers | $2,475,000 | $3,255,000 | $3,315,000 | $2,730,000 | $2,806,000 | $3,945,000 |
| For Other Customers | 642,000 | 679,000 | 749,000 | 331,000 | 123,000 | 135,000 |
| **Total—Engines and Parts** | **$3,117,000** | **$3,934,000** | **$4,064,000** | **$3,061,000** | **$2,929,000** | **$4,080,000** |
| **Aircraft Propellers and Parts** | | | | | | |
| For U. S. Military Customers | $152,000 | $113,000 | $146,000 | $106,000 | $161,000 | $191,000 |
| For Other Customers | 37,000 | 44,000 | 45,000 | 24,000 | 26,000 | 27,000 |
| **Total—Propellers and Parts** | **$189,000** | **$157,000** | **$191,000** | **$130,000** | **$187,000** | **$218,000** |
| **Total—U. S. Military Customers** | **$9,161,000** | **$12,822,000** | **$12,338,000** | **$11,553,000** | **$12,835,000** | **$14,976,000** |
| **Total—Other Customers** | **$3,423,000** | **$3,520,000** | **$3,701,000** | **$2,311,000** | **$920,000** | **$926,000** |
| **Other Products and Services** | $1,847,000 | $2,021,000 | $2,346,000 | $1,841,000 | $1,097,000 | $851,000 |
| **Total—All Products** | **$14,431,000** | **$18,363,000** | **$18,385,000** | **$15,705,000** | **$14,852,000** | **$16,753,000** |

## Shipments of Complete Civil Aircraft and Parts

In Units and Their Values

*As reported by the Bureau of the Census and C.A.A.*

| Month | Complete Aircraft 1957 Number | Complete Aircraft 1957 Value | Complete Aircraft 1956 Number | Complete Aircraft 1956 Value | Value of Aircraft Parts* 1957 | Value of Aircraft Parts* 1956 | Total Value Aircraft and Parts 1957 | Total Value Aircraft and Parts 1956 |
|---|---|---|---|---|---|---|---|---|
| January | 584 | $48,431,000 | 537 | $22,325,000 | $4,644,000 | $3,896,000 | $53,075,000 | $26,221,000 |
| February | 523 | 49,278,000 | 614 | 32,139,000 | 7,245,000 | 4,072,000 | 56,523,000 | 36,211,000 |
| March | 665 | 46,465,000 | 656 | 29,562,000 | 7,278,000 | 4,580,000 | 53,743,000 | 34,142,000 |
| April | 642 | 57,723,000 | 692 | 30,229,000 | 7,312,000 | 4,551,000 | 65,035,000 | 34,780,000 |
| May | 662 | 83,965,000 | 714 | 35,145,000 | 7,373,000 | 4,307,000 | 91,338,000 | 39,452,000 |
| June | 580 | 69,326,000 | 648 | 40,270,000 | 6,358,000 | 3,885,000 | 75,684,000 | 44,155,000 |
| July | 515 | 70,480,000 | 507 | 32,280,000 | 6,795,000 | 3,780,000 | 77,275,000 | 36,060,000 |
| August | 509 | 62,825,000 | 681 | 46,294,000 | 6,677,000 | 5,223,000 | 69,502,000 | 51,517,000 |
| September | 456 | 54,745,000 | 613 | 41,137,000 | 5,454,000 | 4,637,000 | 60,199,000 | 45,774,000 |
| October | 464 | 45,522,000 | 508 | 50,089,000 | 7,597,000 | 6,671,000 | 53,119,000 | 56,760,000 |
| November | 511 | 47,130,000 | 472 | 51,518,000 | 5,614,000 | 4,914,000 | 52,744,000 | 56,432,000 |
| December | 545 | 44,854,000 | 563 | 43,168,000 | 6,259,000 | 5,865,000 | 51,113,000 | 49,033,000 |
| **Total** | **6,656** | **$680,744,000** | **7,205** | **$454,156,000** | **$78,606,000** | **$56,381,000** | **$759,350,000** | **$510,537,000** |

*—Only those parts produced in plants manufacturing complete aircraft.

## Shipments of Civil Aircraft Engines and Parts In Units and Their Value

*As reported by the Bureau of the Census and C.A.A.*

| Month | Civil Aircraft Engines 1957 Number | Civil Aircraft Engines 1957 Value | Civil Aircraft Engines 1956 Number | Civil Aircraft Engines 1956 Value | Value of Engine Parts 1957 | Value of Engine Parts 1956 | Total Value Engines and Parts 1957 | Total Value Engines and Parts 1956 |
|---|---|---|---|---|---|---|---|---|
| January | 920 | $12,445,000 | 930 | $6,800,000 | $11,827,000 | $11,572,000 | $24,272,000 | $18,372,000 |
| February | 902 | 13,596,000 | 976 | 6,923,000 | 10,295,000 | 11,286,000 | 23,891,000 | 18,209,000 |
| March | 1,010 | 13,975,000 | 1,065 | 7,600,000 | 11,607,000 | 11,557,000 | 25,582,000 | 19,157,000 |
| April | 950 | 14,388,000 | 949 | 7,967,000 | 11,156,000 | 11,939,000 | 25,544,000 | 19,906,000 |
| May | 1,020 | 15,160,000 | 1,038 | 9,459,000 | 10,910,000 | 11,787,000 | 26,070,000 | 21,246,000 |
| June | 933 | 15,636,000 | 977 | 8,682,000 | 11,444,000 | 11,886,000 | 27,080,000 | 20,568,000 |
| July | 801 | 12,748,000 | 996 | 8,420,000 | 11,555,000 | 11,475,000 | 24,303,000 | 19,895,000 |
| August | 776 | 8,603,000 | 1,037 | 8,036,000 | 8,102,000 | 9,592,000 | 16,705,000 | 17,628,000 |
| September | 728 | 10,150,000 | 793 | 9,938,000 | 9,165,000 | 11,575,000 | 19,315,000 | 21,513,000 |
| October | 921 | 13,638,000 | 902 | 10,677,000 | 7,999,000 | 11,478,000 | 21,637,000 | 22,155,000 |
| November | 878 | 9,880,000 | 911 | 11,391,000 | 8,822,000 | 10,551,000 | 18,702,000 | 21,942,000 |
| December | 1,020 | 12,237,000 | 925 | 12,370,000 | 10,323,000 | 10,855,000 | 22,560,000 | 23,225,000 |
| **Total** | **10,859** | **$152,456,000** | **11,499** | **$108,263,000** | **$123,205,000** | **$135,553,000** | **$275,661,000** | **$243,816,000** |

## Civil Aircraft Shipments by Number of Places

*As reported by the Bureau of the Census and C.A.A.*

| Year | Number of Places Aircraft 5 and Less | Aircraft Over 5 | % of Total 5 and Less | % of Total Over 5 | Total Civil Aircraft |
|---|---|---|---|---|---|
| 1957 | 5,872 | 784 | 88.22 | 11.78 | 6,656 |
| 1956 | 6,505 | 700 | 90.28 | 9.72 | 7,205 |
| 1955 | 4,372 | 448 | 90.70 | 9.30 | 4,820 |
| 1954 | 2,982 | 407 | 88.00 | 12.00 | 3,389 |
| 1953 | 3,822 | 312 | 92.45 | 7.55 | 4,134 |
| 1952 | 3,056 | 453 | 87.09 | 12.91 | 3,509 |
| 1951 | 2,275 | 202 | 91.84 | 8.16 | 2,477 |
| 1950 | 3,391 | 129 | 96.33 | 3.67 | 3,520 |

## Civil Aircraft Shipments by Airframe Weights

*As reported by the Bureau of the Census and C.A.A.*

| Year | Airframe Weights Aircraft Under 3,000 lb | Aircraft 3,000 lb and Over | % of Total Under 3,000 lb | % of Total 3,000 lb and Over | Total Civil Aircraft |
|---|---|---|---|---|---|
| 1957 | 6,119 | 537 | 91.93 | 8.07 | 6,656 |
| 1956 | 6,778 | 427 | 94.07 | 5.93 | 7,205 |
| 1955 | 4,575 | 245 | 94.92 | 5.08 | 4,820 |
| 1954 | 3,098 | 291 | 91.41 | 8.59 | 3,389 |
| 1953 | 3,825 | 309 | 92.52 | 7.48 | 4,134 |
| 1952 | 3,057 | 452 | 87.12 | 12.88 | 3,509 |
| 1951 | 2,279 | 198 | 92.00 | 8.00 | 2,477 |
| 1950 | 3,391 | 129 | 96.33 | 3.67 | 3,520 |

## Registered U. S. Civil Aircraft by Year of Manufacture

| Year of Manufacture | Number of Aircraft | | | Per Cent of Total | | |
|---|---|---|---|---|---|---|
| | Active | Inactive | Total | Active | Inactive | Total |
| 1956 | 5,913 | 4 | 5,917 | 9.1 | 0.0 | 6.8 |
| 1955 | 3,577 | 361 | 3,938 | 5.5 | 1.6 | 4.5 |
| 1954 | 2,280 | 291 | 2,571 | 3.5 | 1.3 | 2.9 |
| 1953 | 2,889 | 306 | 3,195 | 4.5 | 1.3 | 3.7 |
| 1952 | 2,391 | 288 | 2,679 | 3.7 | 1.3 | 3.1 |
| 1951 | 1,640 | 199 | 1,839 | 2.5 | 0.9 | 2.1 |
| 1950 | 2,300 | 355 | 2,655 | 3.6 | 1.5 | 3.0 |
| 1949 | 2,121 | 354 | 2,475 | 3.3 | 1.5 | 2.8 |
| 1948 | 4,158 | 841 | 4,999 | 6.4 | 3.7 | 5.7 |
| 1947 | 7,861 | 1,932 | 9,793 | 12.2 | 8.5 | 11.2 |
| 1946 | 17,059 | 6,089 | 23,148 | 26.4 | 26.7 | 26.5 |
| 1945 | 975 | 466 | 1,441 | 1.5 | 2.0 | 1.6 |
| All Other | 11,524 | 11,357 | 22,881 | 17.8 | 49.7 | 26.1 |
| Total | 64,688 | 22,843 | 87,531 | 100.0 | 100.0 | 100.0 |

## Registered U. S. Civil Aircraft by Make

Ranked According to Active Aircraft

| Manufacturer | Number of Aircraft | | | Per Cent of Total | | |
|---|---|---|---|---|---|---|
| | Active | Inactive | Total | Active | Inactive | Total |
| Piper | 15,731 | 5,204 | 20,935 | 24.3 | 22.8 | 23.9 |
| Cessna | 13,734 | 2,249 | 15,983 | 21.2 | 9.8 | 18.3 |
| Beech | 5,045 | 668 | 5,713 | 7.8 | 2.9 | 6.5 |
| Convair[1] | 4,137 | 2,051 | 6,188 | 6.4 | 9.0 | 7.1 |
| Champion[2] | 3,873 | 1,364 | 5,237 | 6.0 | 6.0 | 6.0 |
| Massey[3] | 2,829 | 929 | 3,758 | 4.4 | 4.1 | 4.3 |
| Taylorcraft | 2,827 | 1,839 | 4,666 | 4.4 | 8.0 | 5.3 |
| Forney | 2,664 | 776 | 3,440 | 4.1 | 3.4 | 3.9 |
| Aeronca | 2,240 | 1,402 | 3,642 | 3.5 | 6.1 | 4.2 |
| Boeing | 2,193 | 1,138 | 3,331 | 3.4 | 5.0 | 3.8 |
| Ryan | 1,495 | 380 | 1,875 | 2.3 | 1.7 | 2.1 |
| Douglas | 1,342 | 167 | 1,509 | 2.1 | 0.7 | 1.7 |
| All Other | 6,578 | 4,676 | 11,254 | 10.1 | 20.5 | 12.9 |
| Total | 64,688 | 22,843 | 87,531 | 100.0 | 100.0 | 100.0 |

## U. S. Active Civil Aircraft by Total Rated Take-off Hp

As of January, 1957

*As reported by the C.A.A.*

| Number of Engines | Total Rated Hp Groups | No. of Aircraft |
|---|---|---|
| SINGLE ENGINE | 1-65 | 13,117 |
| | 66-100 | 14,269 |
| | 101-200 | 18,553 |
| | 201-350 | 10,572 |
| | 351-500 | 1,798 |
| | 501-700 | 109 |
| | Over 700 | 36 |
| | Total | 58,404 |
| TWIN-ENGINE | 1-600 | 2,214 |
| | 601-2,000 | 1,220 |
| | 2,001-4,000 | 1,162 |
| | Over 4,000 | 419 |
| | Total | 5,015 |
| THREE-ENGINE | 1-1,000 | 6 |
| | Over 1,000 | 7 |
| | Total | 13 |
| FOUR-ENGINE | 1-5,000 | 7 |
| | 5,001-6,000 | 215 |
| | 6,001-10,000 | 389 |
| | Over 10,000 | 256 |
| | Total | 867 |
| Experimental and unknown | | 132 |
| Balloons and Dirigibles | | 14 |
| Gliders | | 243 |
| Total—Active Civil Aircraft | | 64,688 |

## Civil Aircraft Shipments by Total Rated Horsepower

*As reported by the Bureau of the Census and C.A.A.*

| Year | Rated Horsepower Aircraft | | % of Total | | Total Civil Aircraft |
|---|---|---|---|---|---|
| | Under 400 | 400 & Over | Under 400 | 400 & Over | |
| 1957 | 5,722 | 934 | 85.97 | 14.03 | 6,656 |
| 1956 | 6,282 | 923 | 87.19 | 12.81 | 7,205 |
| 1955 | 4,144 | 676 | 85.97 | 14.03 | 4,820 |
| 1954 | 2,968 | 421 | 87.58 | 12.42 | 3,389 |
| 1953 | 3,822 | 312 | 92.45 | 7.55 | 4,134 |
| 1952 | 3,056 | 453 | 87.09 | 12.91 | 3,509 |
| 1951 | 2,273 | 204 | 91.76 | 8.24 | 2,477 |
| 1950 | 3,386 | 134 | 96.19 | 3.81 | 3,520 |

## Registered Aircraft and Pilot Certifications

| As of Dec. 31 | Registered Civil Aircraft | Certified Airplane Pilots | | | |
|---|---|---|---|---|---|
| | | Total | Airline Transport | Commercial | Private |
| 1936 | 9,229 | 15,952 | 842 | 7,288 | 7,822 |
| 1937 | 10,836 | 17,681 | 1,064 | 6,411 | 10,206 |
| 1938 | 11,159 | 22,983 | 1,159 | 7,839 | 13,985 |
| 1939 | 13,772 | 33,706 | 1,197 | 11,677 | 20,832 |
| 1940 | 17,928 | 69,829 | 1,432 | 18,791 | 49,607 |
| 1941 | 26,013 | 129,947 | 1,587 | 34,578 | 93,782 |
| 1942 | 27,170 | 166,626 | 2,177 | 55,760 | 108,689 |
| 1943 | 27,180 | 173,206 | 2,315 | 63,940 | 106,951 |
| 1944 | 27,919 | 183,382 | 3,046 | 68,449 | 111,888 |
| 1945 | 37,789 | 296,895 | 5,815 | 162,873 | 128,207 |
| 1946 | 81,002 | 400,061 | 7,654 | 203,251 | 189,156 |
| 1947 | 94,821 | 433,241 | 7,059 | 181,912 | 244,270 |
| 1948 | 95,997 | 491,306 | 7,762 | 176,845 | 306,699 |
| 1949 | 92,622 | 525,174 | 9,025 | 187,769 | 328,380 |
| 1950 | 92,809 | N.A. | N.A. | N.A. | N.A. |
| 1951 | 88,545 | 580,574 | 10,813 | 197,900 | 371,861 |
| 1952 | 89,313 | 581,218 | 11,357 | 193,575 | 376,286 |
| 1953 | 91,102 | 585,974 | 12,757 | 195,363 | 377,854 |
| 1954 | 92,067 | 613,695 | 13,341 | 201,441 | 398,913 |
| 1955 | 85,320 | 643,201 | 13,700 | 211,142 | 418,359 |
| 1956 | 87,531 | 669,079 | 15,295 | 221,096 | 432,688 |

## U. S. Civil Aircraft by Number of Places

As of January 1957

*As reported by the Civil Aeronautics Administration*

| Number of Places | Number of Planes | | |
|---|---|---|---|
| | Active | Inactive | Total |
| Single Engine | | | |
| 1 and 2 places | 31,907 | 15,390 | 47,297 |
| 3 to 5 places | 25,503 | 5,255 | 30,758 |
| Over 5 places | 100 | 53 | 153 |
| Total | 57,510 | 20,698 | 78,208 |
| Multi-Engine | | | |
| 1 to 8 places | 2,668 | 1,018 | 3,686 |
| 9 to 20 places | 1,128 | 177 | 1,305 |
| 21 to 50 places | 994 | 114 | 1,108 |
| Over 50 places | 1,125 | 209 | 1,334 |
| Total | 5,915 | 1,518 | 7,433 |
| Experimental & Unknown | 1,006 | 372 | 1,378 |
| Gliders | 243 | 232 | 475 |
| Balloons and Dirigibles | 14 | 23 | 37 |
| Total—Civil Aircraft | 64,688 | 22,843 | 87,531 |

## U. S. Military Aircraft on Hand and Contemplated

*As Reported by the Aircraft Industries Association*

| As of June 30 | DEPT. OF AIR FORCE Active Aircraft | | DEPT. OF ARMY Active Aircraft | | | DEPT. OF NAVY Active Aircraft | |
|---|---|---|---|---|---|---|---|
| | On Hand | Operating | On Hand | Helicopters | Fixed-Wing | On Hand | Operating |
| 1955 | 23,694 | 21,398 | 3,539 | 1,188 | 2,351 | 12,821 | 9,761 |
| 1956 | 26,760 | 21,564 | 3,573 | 1,456 | 2,117 | 12,317 | 9,687 |
| 1957 | 25,969 | 20,902 | 4,447 | 1,901 | 2,546 | 11,617 | 9,421 |
| 1958 | 22,057 | 20,330 | 4,937 | 2,140 | 2,797 | 10,654 | 8,733 |
| 1959 | 20,843 | 19,142 | 5,439 | 2,443 | 2,996 | 9,826 | 8,054 |

## U. S. Civil Aircraft Registrations by States

As of January of Each Year

*As reported by the Civil Aeronautics Administration*

| State | 1957 Total | 1957 Active | 1956 Total | 1956 Active | 1955 Total | 1955 Active |
|---|---|---|---|---|---|---|
| Alabama | 738 | 521 | 668 | 468 | 718 | 445 |
| Arizona | 1,207 | 825 | 1,174 | 780 | 1,259 | 797 |
| Arkansas | 1,070 | 756 | 1,018 | 680 | 1,104 | 636 |
| California | 10,587 | 7,420 | 9,926 | 6,766 | 10,635 | 6,311 |
| Colorado | 1,169 | 907 | 1,168 | 852 | 1,250 | 816 |
| Connecticut | 693 | 500 | 664 | 469 | 685 | 428 |
| Delaware | 259 | 189 | 224 | 156 | 210 | 135 |
| Dist. of Columbia | 473 | 340 | 446 | 331 | 512 | 310 |
| Florida | 2,688 | 1,787 | 2,458 | 1,442 | 2,743 | 1,359 |
| Georgia | 1,162 | 834 | 1,121 | 766 | 1,255 | 752 |
| Idaho | 824 | 646 | 802 | 631 | 855 | 624 |
| Illinois | 4,788 | 3,669 | 4,741 | 3,487 | 5,152 | 3,487 |
| Indiana | 2,481 | 1,953 | 2,538 | 1,824 | 2,786 | 1,843 |
| Iowa | 1,921 | 1,654 | 1,966 | 1,629 | 2,066 | 1,634 |
| Kansas | 2,407 | 1,866 | 2,200 | 1,641 | 2,433 | 1,664 |
| Kentucky | 608 | 459 | 641 | 455 | 721 | 459 |
| Louisiana | 1,459 | 1,056 | 1,326 | 863 | 1,338 | 821 |
| Maine | 458 | 356 | 434 | 314 | 515 | 320 |
| Maryland | 804 | 576 | 799 | 551 | 913 | 537 |
| Massachusetts | 1,299 | 922 | 1,295 | 877 | 1,406 | 866 |
| Michigan | 3,626 | 2,710 | 3,611 | 2,625 | 3,940 | 2,452 |
| Minnesota | 2,275 | 1,827 | 2,220 | 1,675 | 2,242 | 1,568 |
| Mississippi | 890 | 624 | 867 | 559 | 936 | 584 |
| Missouri | 2,043 | 1,567 | 1,965 | 1,498 | 2,123 | 1,522 |
| Montana | 1,154 | 917 | 1,123 | 868 | 1,168 | 888 |
| Nebraska | 1,436 | 1,144 | 1,565 | 1,231 | 1,737 | 1,287 |
| Nevada | 417 | 287 | 444 | 307 | 476 | 288 |
| New Hampshire | 211 | 151 | 203 | 135 | 221 | 127 |
| New Jersey | 1,835 | 1,290 | 1,789 | 1,199 | 1,960 | 1,158 |
| New Mexico | 780 | 548 | 780 | 534 | 830 | 551 |
| New York | 4,194 | 3,059 | 4,255 | 2,969 | 4,598 | 2,925 |
| North Carolina | 1,533 | 1,126 | 1,526 | 1,055 | 1,615 | 1,032 |
| North Dakota | 923 | 612 | 974 | 625 | 1,148 | 682 |
| Ohio | 4,123 | 3,054 | 4,115 | 2,904 | 4,436 | 2,836 |
| Oklahoma | 1,884 | 1,467 | 1,812 | 1,311 | 1,958 | 1,313 |
| Oregon | 1,682 | 1,286 | 1,619 | 1,176 | 1,723 | 1,121 |
| Pennsylvania | 3,307 | 2,434 | 3,388 | 2,413 | 3,830 | 2,436 |
| Rhode Island | 173 | 125 | 184 | 133 | 203 | 120 |
| South Carolina | 520 | 372 | 509 | 361 | 567 | 356 |
| South Dakota | 979 | 749 | 992 | 769 | 1,075 | 807 |
| Tennessee | 922 | 665 | 845 | 585 | 928 | 600 |
| Texas | 7,011 | 5,268 | 6,617 | 4,703 | 6,829 | 4,487 |
| Utah | 512 | 365 | 484 | 353 | 503 | 318 |
| Vermont | 158 | 112 | 149 | 90 | 158 | 101 |
| Virginia | 1,142 | 830 | 1,075 | 687 | 1,244 | 697 |
| Washington | 2,199 | 1,638 | 2,219 | 1,587 | 2,297 | 1,559 |
| West Virginia | 491 | 356 | 507 | 336 | 574 | 354 |
| Wisconsin | 1,711 | 1,338 | 1,689 | 1,255 | 1,908 | 1,257 |
| Wyoming | 461 | 365 | 477 | 360 | 514 | 364 |
| Total | 85,707 | 63,532 | 83,612 | 59,297 | 90,297 | 57,939 |

## U. S. Civil Aircraft in Scheduled Air Transportation by Airlines and Their Aircraft

*As reported by the Civil Aeronautics Administration*

| Airline | Aircraft |
|---|---|
| Aaxico Airline | 17 |
| Aerovias Sud Americana | 5 |
| Alaska Airlines | 10 |
| Alaska Coastal | 16 |
| Allegheny Airlines | 20 |
| American Airlines | 192 |
| Bonanza Air Lines | 8 |
| Braniff Airways | 70 |
| California Central | 2 |
| Capitol Airlines | 93 |
| Capitol Airways | 4 |
| Caribbean Atlantic | 4 |
| Central Airlines | 12 |
| Colonial Airlines | 13 |
| Continental Air Lines | 27 |
| Cordova Airlines | 2 |
| Delta Air Lines | 63 |
| Eastern Air Lines | 140 |
| Ellis Air Lines | 9 |
| Flying Tiger Line | 29 |
| Friedkin Aeronautics | 3 |
| Frontier Airlines | 14 |
| Hawaiian Airlines | 13 |
| Helicopter Air Service | 9 |
| Lake Central Airlines | 10 |
| Los Angeles Airways | 7 |
| Mackey Airlines | 7 |
| Midet Aviation Corp. | 1 |
| Mohawk Airlines | 16 |
| National Airlines | 46 |
| New York Airways | 4 |
| North Central Airlines | 23 |
| Northeast Airlines | 18 |
| Northern Consolidated | 4 |
| Northwest Airlines | 47 |
| Ozark Air Lines | 20 |
| Pacific Northern | 9 |
| Pan American-Grace | 16 |
| Pan American World | 167 |
| Piedmont Aviation | 21 |
| Reeve Aleutian | 4 |
| Resort Airlines | 3 |
| Riddle Airlines | 31 |
| Seaboard and Western | 9 |
| Slick Airways | 26 |
| Southern Airways | 13 |
| Southwest Airways | 17 |
| Trans-Pacific | 7 |
| Trans-Texas | 19 |
| Trans World Airlines | 171 |
| United Air Lines | 185 |
| West Coast Airlines | 14 |
| Western Air Lines | 31 |
| Wien Alaska | 9 |
| Total | 1,735 |

## U. S. Civil and Military Airports by Types*

As of January, 1957

*As reported by the Civil Aeronautics Administration*

| State | Total | Public | Limited† | Paved Airports: Lighted | Paved Airports: Not Lighted |
|---|---|---|---|---|---|
| Alabama | 75 | 29 | 46 | 17 | 10 |
| Arizona | 149 | 48 | 103 | 16 | 21 |
| Arkansas | 86 | 40 | 46 | 16 | 4 |
| California | 455 | 199 | 256 | 92 | 79 |
| Colorado | 118 | 43 | 75 | 11 | 6 |
| Connecticut | 38 | 19 | 19 | 7 | 1 |
| Delaware | 22 | 9 | 13 | 2 | 2 |
| Dist. of Columbia | 1 | 1 | 0 | 1 | 0 |
| Florida | 153 | 90 | 63 | 43 | 32 |
| Georgia | 113 | 46 | 67 | 27 | 14 |
| Idaho | 160 | 38 | 122 | 10 | 5 |
| Illinois | 348 | 132 | 216 | 85 | 12 |
| Indiana | 132 | 88 | 44 | 18 | 8 |
| Iowa | 183 | 80 | 103 | 16 | 1 |
| Kansas | 227 | 81 | 146 | 27 | 11 |
| Kentucky | 47 | 25 | 22 | 9 | 6 |
| Louisiana | 105 | 32 | 73 | 18 | 6 |
| Maine | 105 | 22 | 83 | 12 | 10 |
| Maryland | 43 | 23 | 20 | 7 | 7 |
| Massachusetts | 81 | 47 | 34 | 19 | 7 |
| Michigan | 252 | 104 | 148 | 34 | 6 |
| Minnesota | 229 | 67 | 162 | 24 | 2 |
| Mississippi | 82 | 33 | 49 | 17 | 5 |
| Missouri | 118 | 63 | 55 | 21 | 9 |
| Montana | 166 | 53 | 113 | 16 | 2 |
| Nebraska | 195 | 79 | 116 | 19 | 7 |
| Nevada | 81 | 26 | 55 | 15 | 7 |
| New Hampshire | 35 | 15 | 20 | 8 | 1 |
| New Jersey | 98 | 51 | 47 | 9 | 5 |
| New Mexico | 98 | 38 | 60 | 18 | 11 |
| New York | 280 | 113 | 167 | 31 | 7 |
| North Carolina | 116 | 57 | 59 | 19 | 8 |
| North Dakota | 171 | 37 | 134 | 9 | 1 |
| Ohio | 269 | 134 | 135 | 26 | 6 |
| Oklahoma | 145 | 60 | 85 | 29 | 14 |
| Oregon | 149 | 47 | 102 | 19 | 12 |
| Pennsylvania | 271 | 135 | 136 | 25 | 12 |
| Rhode Island | 9 | 6 | 3 | 4 | 2 |
| South Carolina | 62 | 30 | 32 | 10 | 8 |
| South Dakota | 74 | 34 | 40 | 9 | 1 |
| Tennessee | 55 | 31 | 24 | 11 | 2 |
| Texas | 669 | 209 | 460 | 91 | 57 |
| Utah | 58 | 29 | 29 | 11 | 10 |
| Vermont | 22 | 11 | 11 | 4 | 1 |
| Virginia | 94 | 47 | 47 | 11 | 9 |
| Washington | 181 | 65 | 116 | 28 | 8 |
| West Virginia | 45 | 26 | 19 | 10 | 2 |
| Wisconsin | 182 | 80 | 102 | 19 | 5 |
| Wyoming | 73 | 28 | 45 | 13 | 1 |
| Total | 6,919 | 2,798 | 4,121 | 962 | 463 |

*—Definitions of airports are as follows: Public—all airports that serve scheduled and large irregular air carriers as regular, alternate and provisional stops; all C.A.A. intermediate landing fields; all airports having a true-light certificate to indicate a lighted airport, and all other airports which are operationally active. Limited—all airports that do not qualify as "Public-Use" airports.

†—Includes seaplane bases and heliports.

# Scheduled Air Carrier Operation Statistics

*As reported by the Civil Aeronautics Board*

## Number of Operators, Aircraft in Service, Route Mileage and Speed

| | DOMESTIC LINES | | | | | INTERNATIONAL LINES | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year | Operators | Aircraft in Service | Average Number of Seats | Route Mileage Operated | Average Speed (mph) | Operators | Aircraft in Service | Route Mileage Operated | Average Length of Pass. Trip | Average Speed (mph) |
| 1941 | 19 | 370 | 17.54 | 45,163 | N.A. | 3 | 83 | N.A. | 713 | N.A |
| 1942 | 19 | 186 | 17.91 | 41,596 | N.A. | 3 | 68 | N.A. | 880 | N.A. |
| 1943 | 19 | 204 | 18.34 | 42,537 | N.A. | 3 | 70 | 27,211 | 874 | N.A. |
| 1944 | 19 | 288 | 19.05 | 47,384 | 155.6 | 3 | 70 | 29,708 | 910 | 149.2 |
| 1945 | 20 | 421 | 19.68 | 48,516 | 155.4 | 4 | 97 | 38,885 | 942 | 150.7 |
| 1946 | 24 | 674 | 25.25 | 53,981 | 160.2 | 9 | 147 | 66,419 | 1,057 | 166.3 |
| 1947 | 28 | 810 | 29.93 | 62,215 | 168.2 | 12 | 154 | 95,503 | 1,332 | 191.1 |
| 1948 | 31 | 878 | 32.37 | 68,702 | 171.9 | 13 | 175 | 105,853 | 1,376 | 198.5 |
| 1949 | 37 | 913 | 35.03 | 72,667 | 179.0 | 13 | 177 | 109,011 | 1,351 | 207.1 |
| 1950 | 38 | 960 | 37.47 | 77,440 | 181.2 | 12 | 160 | 106,401 | 1,316 | 218.4 |
| 1951 | 38 | 981 | 39.55 | 78,913 | 184.6 | 12 | 140 | 108,763 | 1,273 | 223.5 |
| 1952 | 35 | 1,078 | 42.71 | 77,894 | 190.8 | 13 | 149 | 110,465 | 1,277 | 226.8 |
| 1953 | 32 | 1,139 | 46.07 | 78,384 | 197.8 | 14 | 161 | 111,826 | 1,254 | 229.9 |
| 1954 | 32 | 1,175 | 50.06 | 78,294 | 205.8 | 15 | 161 | 112,488 | 1,314 | 242.1 |
| 1955 | 31 | 1,212 | 51.62 | 78,992 | 209.0 | 15 | 147 | 114,005 | 1,294 | 245.4 |
| 1956 | 30 | 1,347 | 52.43 | 84,330 | 212.6 | 13 | 196 | 114,198 | 1,298 | 249.1 |

N.A.—Not available.

## Scheduled Air Carrier Operating Revenues—Domestic Lines

| | | Passenger | | Mail | | Express & Freight | | Excess Baggage | | Other | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year | Total Revenues | Dollars | % of Total | Dollars | % of Total | Dollars | % of Total | Dollars | % of Total | Dollars | % of Total |
| 1941 | $97,311,134 | $69,791,338 | 71.7 | $22,696,351 | 23.3 | $2,919,003 | 3.0 | $765,424 | 0.8 | $1,139,018 | 1.2 |
| 1942 | 108,248,830 | 74,819,050 | 69.1 | 23,470,088 | 21.7 | 6,977,943 | 6.4 | 1,259,774 | 1.2 | 1,721,975 | 1.6 |
| 1943 | 123,104,965 | 87,481,456 | 71.0 | 24,212,580 | 19.7 | 8,381,539 | 6.8 | 1,720,142 | 1.4 | 1,309,248 | 1.1 |
| 1944 | 160,928,192 | 116,440,690 | 72.3 | 33,317,366 | 20.7 | 8,306,288 | 5.2 | 2,030,444 | 1.3 | 833,404 | 0.5 |
| 1945 | 214,743,090 | 166,519,922 | 77.5 | 33,693,467 | 15.7 | 10,855,138 | 5.0 | 2,298,241 | 1.1 | 1,396,322 | 0.7 |
| 1946 | 316,232,793 | 275,593,712 | 87.2 | 20,981,542 | 6.6 | 13,620,295 | 4.3 | 2,992,795 | 0.9 | 3,044,449 | 1.0 |
| 1947 | 364,839,575 | 308,575,954 | 84.6 | 29,444,746 | 8.1 | 19,377,949 | 5.3 | 3,572,104 | 1.0 | 3,868,822 | 1.0 |
| 1948 | 434,295,383 | 343,289,730 | 79.0 | 59,309,343 | 13.7 | 24,372,395 | 5.6 | 3,953,310 | 0.9 | 3,370,605 | 0.8 |
| 1949 | 486,033,845 | 388,930,412 | 80.0 | 59,332,991 | 12.2 | 27,986,886 | 5.8 | 4,452,334 | 0.9 | 5,331,220 | 1.1 |
| 1950 | 557,162,340 | 443,852,000 | 79.7 | 63,772,233 | 11.4 | 35,109,399 | 6.3 | 5,068,238 | 0.9 | 9,360,461 | 1.1 |
| 1951 | 702,364,506 | 591,186,365 | 84.2 | 57,421,687 | 8.2 | 36,914,107 | 5.2 | 6,069,313 | 0.9 | 10,773,018 | 1.5 |
| 1952 | 817,680,000 | 695,456,000 | 85.1 | 58,887,000 | 7.2 | 42,828,000 | 5.2 | 7,348,000 | 0.9 | 13,152,000 | 1.6 |
| 1953 | 937,482,000 | 803,869,000 | 85.8 | 64,484,000 | 6.9 | 47,791,000 | 5.1 | 8,704,000 | 0.9 | 12,622,000 | 1.3 |
| 1954 | 1,042,793,000 | 905,840,000 | 86.9 | 65,726,000 | 6.3 | 49,901,000 | 4.8 | 10,632,000 | 1.0 | 10,680,000 | 1.0 |
| 1955 | 1,201,266,000 | 1,060,590,000 | 88.3 | 55,536,000 | 4.6 | 61,102,000 | 5.1 | 12,168,000 | 1.0 | 11,856,000 | 1.0 |
| 1956 | 1,341,682,000 | 1,188,842,000 | 88.6 | 61,922,000 | 4.6 | 62,722,000 | 4.7 | 14,991,000 | 1.1 | 13,191,000 | 1.0 |

## Personnel Employed—Domestic Scheduled Air Carriers

| | Pilots and Copilots | Other Flight Personnel | Pursers, Stewards, Stewardesses | Meteorologists and Dispatchers | Mechanics | Hangar and Field Personnel | Office Employees | All Other Personnel | Total Employees |
|---|---|---|---|---|---|---|---|---|---|
| 1941 | 2,217 | 19 | 1,028 | 220 | 4,423 | 2,224 | 7,807 | 1,285 | 19,223 |
| 1942 | 2,194 | 112 | 753 | 1,581 | 9,348 | 2,969 | 7,717 | 2,236 | 26,910 |
| 1943 | 2,125 | 8 | 845 | 1,685 | 8,271 | 3,356 | 10,973 | 2,391 | 29,654 |
| 1944 | 2,879 | 11 | 1,322 | 1,870 | 7,136 | 3,509 | 12,201 | 2,270 | 31,198 |
| 1945 | 4,967 | 108 | 2,075 | 2,613 | 10,844 | 7,012 | 19,241 | 3,453 | 50,313 |
| 1946 | 5,712 | 98 | 3,342 | 3,577 | 16,107 | 10,307 | 24,626 | 5,413 | 69,182 |
| 1947 | 5,034 | 181 | 3,061 | 2,618 | 15,366 | 8,409 | 22,012 | 2,317 | 58,998 |
| 1948 | 5,307 | 312 | 3,038 | 2,612 | 16,428 | 9,222 | 21,396 | 2,101 | 60,416 |
| 1949 | 5,257 | 642 | 3,199 | 2,497 | 15,674 | 9,336 | 21,136 | 2,145 | 59,886 |
| 1950 | 5,785 | 776 | 3,372 | 2,450 | 15,788 | 9,822 | 21,894 | 2,016 | 61,903 |
| 1951 | 6,688 | 1,012 | 4,106 | 2,617 | 18,908 | 11,475 | 25,770 | 2,322 | 72,898 |
| 1952 | 7,209 | 1,141 | 4,640 | 2,666 | 20,973 | 12,388 | 27,939 | 2,731 | 79,687 |
| 1953 | 7,726 | 1,365 | 4,954 | 2,665 | 20,717 | 14,249 | 30,193 | 2,782 | 84,651 |
| 1954 | 7,803 | 1,624 | 5,141 | 2,419 | 20,108 | 14,575 | 30,436 | 2,659 | 84,765 |
| 1955 | 8,721 | 1,721 | 5,919 | 2,548 | 23,776 | 15,872 | 34,148 | 2,843 | 95,468 |
| 1956 | 9,143 | 2,241 | 6,514 | 2,614 | 25,789 | 17,317 | 36,841 | 3,030 | 103,489 |

## Personnel, Payroll and Average Salary—1956

| | DOMESTIC LINES | | | INTERNATIONAL LINES | | |
|---|---|---|---|---|---|---|
| Type of Employee | Personnel | Annual Payroll | Avg. Annual Salary | Personnel | Annual Payroll | Avg. Annual Salary |
| Pilots and Copilots | 9,143 | $107,661,157 | $11,775.90 | 2,243 | $28,417,880 | $12,669.59 |
| Other Flight Personnel | 2,241 | 18,734,229 | 8,359.76 | 1,143 | 11,315,994 | 9,900.26 |
| Stewards, Stewardesses, Pursers | 6,514 | 20,963,881 | 3,218.53 | 1,583 | 6,717,499 | 4,243.52 |
| Dispatchers, Comm. Operators, Meteorologists | 2,614 | 14,277,947 | 5,461.06 | 991 | 4,150,980 | 4,188.68 |
| Mechanics | 25,789 | 140,570,051 | 5,450.78 | 5,173 | 24,526,911 | 4,741.33 |
| Other Hangar and Field Personnel | 17,317 | 81,844,993 | 4,726.28 | 3,341 | 11,803,851 | 3,533.56 |
| Office Employees | 36,841 | 166,976,422 | 4,532.25 | 12,495 | 50,143,599 | 4,013.25 |
| All Other Employees | 3,030 | 13,516,468 | 4,460.14 | 1,046 | 4,440,945 | 4,245.65 |
| Total | 103,489 | $564,545,148 | $5,455.12 | 28,015 | $141,517,659 | $5,051.68 |

# 1958 / U.S. AND FOREIGN MILITARY AIRCRAFT



| MAKE AND MODEL | POPULAR NAME | Type | Number of Crew | ENGINE: Make and Model | ENGINE: Number Used | ENGINE: Total Take-off Hp. at Specified RPM | ENGINE: Total Take-off Thrust at Specified RPM | Fuel Capacity (Gallons) | Oil Capacity (Gallons) | DIMENSIONS (Ft. & In.): Span | DIMENSIONS (Ft. & In.): Overall Length | DIMENSIONS (Ft. & In.): Height (Taxi Position) | DIMENSIONS (Ft. & In.): Wing Area (Gross) Sq. Ft. | DIMENSIONS (Ft. & In.): Aileron Area (Sq. Ft.) | WEIGHTS (Lb.): Empty | WEIGHTS (Lb.): Useful Load | WEIGHTS (Lb.): Gross | WEIGHTS (Lb.): Pay Load | PERFORMANCE: Maximum Speed at Altitude | PERFORMANCE: Cruising Speed at Altitude | PERFORMANCE: Range in Miles at Cruising Speed | PERFORMANCE: Initial Climb (Feet per Minute) | PERFORMANCE: Service Ceiling with Normal Load (Feet) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **UNITED STATES** | | | | | | | | | | | | | | | | | | | | | | | | |
| Beech | 45 Mentor T-34A | T | 2 | Cont O-470-13 | 1 | 225-2600 | N | 50 | 3 | 32'10" | 25'11" | 9'7" | 177.6 | 11.5 | 2170 | 730 | 2900 | | 189-SL | 173-10000 | 735 | 1230 | 20000 |
| | 45 Mentor T-34B | T | 2 | Cont O-470-13A | 1 | 225-2600 | N | 50 | 3 | 32'10" | 25'11" | 9'7" | 177.6 | 11.5 | 2246 | 729 | 2975 | | 189-SL | 173-10000 | 735 | 1160 | 20000 |
| | L-23D Seminole | L,Tr | 6 | Lyco O-480-1 | 2 | 1360-3400 | N | 230 | 8 | 45'3 1/16" | 31'6 1/2" | 11'6 1/4" | 277.1 | 15.5 | 4974 | 2026 | 7000 | | 232-9000 | 202-1000 | 1650 | 1560 | 2630 |
| Boeing | B-52 Stratofortress | HB | 6 | P&W J-57 | 8 | N | 80000 | | | 185'0" | 156'0" | 48'0" | | | | | 400000[1] | | 650[1] | | 6000[1] | | 50000[1] |
| | KC-135 Stratotanker | Ta,TC | 4 | P&W J-57 | 4 | N | 40000 | | | 130'10" | 136'3" | 38'5" | | | | | 250000[1] | | 600[1] | 550 | 4000[1] | | 42000[1] |
| Cessna | TL-19D Bird Dog | OR,IT | 1 | Cont O-470-15 | 1 | 213-2600 | N | 42 | 2 1/2 | 36'0" | 25'0" | 7'6" | 174.0 | 18.3 | 1700 | 700 | 2400 | | | 129-5000 | 380 | 1100 | 18500 |
| | OE-2 N | | | Cont SO-470-2 | 1 | 265-2600 | N | 51 | 4 | 36'0" | 25'2" | 7'6" | 174.0 | | 1835 | 815 | 2650 | 473 | 161-10000 | 132-5000 | 500 | | 22350 |
| | T-37A N | T | 2 | Cont J-69-T9 | 2 | N | 1840-22700 | 317 | 3 | 33'9 11/16" | 27'7 1/16" | 9'4 11/16" | 183.9 | 11.4 | 3911 | | 6451 | | 339-35000 | 294-35000 | 700 | 2700 | 35600 |
| | L-27A N | L | 1 | Cont O-470-M | 2 | 480-2600 | N | 130 | 6 | 36'0" | 27'0" | 10'8" | 175.0 | | 3140 | | 4830 | | 232-SL | 213-8000 | | | 20000 |
| Chance Vought | F8U-1 Crusader | F | 1 | P&W J-57 | 1 | N | | | | | | | | | | | | | | | | | |
| Convair | TF-102A Delta Dagger | T | | P&W J-57-P-23 | 1 | N | | | | 38'1 11/32" | 68'3 1/4" | 18'2" | | | | | | | | | | | |
| | F-102A Delta Dagger | I | 1 | P&W J-57-P-23A | 1 | N | | | | 38'1 11/32" | 68'3 1/4" | 21'2 11/32" | | | | | | | | | | | 50000[1] |
| | B-58 Hustler | B | 3 | GE J-79 | 4 | N | | | | 55'0" | 95'0" | 30'0" | | | | | | | | | | | 50000[1] |
| | F-106A Delta Dart | I | | P&W J-75 | 1 | N | | | | 38'0" | 70'8" | 20'3" | | | | | | | | | | | |
| Douglas | AD-7 Skyraider | A | 1-2-3 | Wr R-3350-26W | 1 | 2700-2900 | N | 380 | | 50'0" | 39'0" | 15'8" | 400.0 | | 10519 | 5546 | 16065 | | | | | | |
| | F4D Skyray | F | 1 | P&W J-57 | | N | | | | 33'6" | 45'5" | | | | | | 20000 | | | | | | |
| | A4D-2 Skyhawk | AB | 1 | Wr J-65 | 1 | N | | | | 27'6" | 39'5" | | | | | | 15000 | | | | | | |
| | B-66B Destroyer | B | 3 | All J-71 | 2 | N | | 4650 | | 72'6" | 75'2" | 23'7" | 780.0 | 32.6 | 42549 | | 78000 | | 600[1] | | | | |
| | RB-66A,B,C Destroyer | RB | 3 | All J-71 | 2 | N | | 4650 | | 72'6" | 75'2" | 23'7" | 780.0 | 32.6 | 43476 | | 70000 | | 600[1] | | | | |
| | C-133A | Tr | | P&W T34P-7W | 4 | 6000-11000 | N | 16000 | | 179'8" | 157'6" | 48'3" | 2673.1 | 143.3 | 111235 | 145583 | 255000 | 468000 | 355 | 314 | | | 28700 |
| | F5D Skylancer | F | | P&W J-57 | 1 | N | | | | | | | | | | | | | | | | | |
| | A3D-2 Skywarrior | AB | 3 | P&W J-57 | 2 | N | | | | 72'6" | 74'5" | 22'9" | | | | | | | 700 | | | | |
| | WB-66D Destroyer | W | | All J-71 | 2 | N | | | | 72'6" | 75'2" | 23'7" | 780.0 | 32.6 | | | | | 600[1] | | | | |
| Fairchild | C-123B Provider | TC | 2 | P&W R-2800-99W | 2 | 5000-2800 | N | 2362 | 98 | 110'0" | 76'3" | 34'1" | 1223.2 | 83.3 | 31197 | 28803 | 60000 | 20000 | 252-13000 | 180-5000 | 2650 | 1400 | 23000 |
| | F-27 Friendship | Tr | 3 | RR R.da6/mk511 | 2 | 3480-14500 | N | 1320 | 7 1/2 | 95'2" | 76'0" | 27'6" | 754.0 | 37.6 | 22237 | 11207 | 34520 | 8887 | 276-20000 | 272-20000 | 1800 | 1600 | 38000 |
| Grumman | SA-16A Alabatross | Am,R,C,Tr,P | 6 | Wr R-1820-76A | 2 | 2850-2700 | N | 675 | 58 | 80'0" | 61'0" | 24'3" | 833.0 | | 20100 | | 27025 | | 270-18800 | 225 | 2700 | 1400 | |
| | S2F-1 Tracker | Sub,A | 4 | Wr R-1820 | 2 | 2750 | N | | | | | | | | | | | | | | | | |
| | F11F-1 Tiger | F | 1 | Wr J-65-W-7 | 1 | N | | | | 31'7" | 40'10" | 12'8" | | | | | | | | | | | |
| | F9F-8T Cougar | F,T | 2 | P&W J-48 | 1 | N | | | | 34'6" | | | | | | | | | | | | | |
| | DF-1 Mohawk | O | 2 | Lyco T-53-L-3 | 2 | 1005 | N | | | 42'0" | 42'9 1/2" | | | | | | | | | | | | |
| Lockheed | T-33, TU-2 | T | 2 | All J-33 | 1 | N | | 683[2] | | 39'0" | 38'0" | 12'0" | 238.0 | | | | 15000 | | 600 | | | | 45000 |
| | RC-121, WV-2 Super Constellation | Re | | Wr R-3350-34 | 4 | | N | | | 123'0" | 116'2" | 27'0" | 1650.0 | | | | 145000 | | 310[1] | | | | |
| | C-130 Hercules | Tr | | All T-56 | 4 | | N | | | 132'0" | 95'0" | 38'2" | | | | | 108000 | | | | | | |
| | P2V-7 Neptune | Pt,M,TB | | Wr R-3350-32W[3] | 4 | | 7800 | | | 103'0" | 91'5" | 29'4" | 1000.0[4] | | 47450 | | 75500 | | 300 | | | | 22000 |
| | F-104B Starfighter | F | 2 | GE J-79 | 1 | N | | | | 21'11" | 54'9" | 13'6" | | | | | | | | | | | |
| | YC-121F, R7V-2 Super Constellation | PCL | | P&W T-34 | 4 | 22000 | | 8750[2] | | 117'0" | 116'2" | 24'6" | 1615.0 | 99.6 | | | 150000 | 36000 | | 440 | | | 35800 |
| | F-104A Starfighter | F | 1 | GE J-79 | 1 | N | | | | 21'11" | 54'9" | 13'6" | | | | | | | | | | | |
| | T2V-1 Sea Star | T | 2 | All J-33 | 1 | N | | 760 | | 42'0" | 38'0" | 13'0" | | | | | 16400 | | 600 | | 900 | | |
| | C-121C | Tr | | Wr R-3350-91 | 4 | | N | 6550 | | 123'0" | 116'9" | 24'9" | 1650.0 | | | | 135400 | | 386 | | 2740 | | |
| | 329 Jetstar | Tr | 2 | GE J-85 | 4 | N | | 1640 | | 53'8" | 58'10" | 20'6" | 523.0 | 24.4 | 14915 | 13345 | 28260 | 2100 | 600-45000 | 525-45000 | 1720 | 4000 | 45000 |
| | 329 Jetstar | Tr | 2 | Fair J-83 | 4 | N | | 1640 | | 53'8" | 58'10" | 20'6" | 523.0 | 24.4 | 14915 | 13345 | 28260 | 2100 | 600-45000 | 525-45000 | 1720 | 4000 | 45000 |
| | 329 Jetstar | Tr | 2 | Wr TJ-37-A1 | 2 | 9700 | N | 1640 | | 53'8" | 58'10" | 20'6" | 523.0 | 24.4 | 15139 | 13681 | 28820 | 2100 | 600-45000 | 525-45000 | 1720 | 4000 | 45000 |
| Martin | P5M-2 Marlin | AS | 7 | Wr R-3350-32W | 2 | 6500[1] | N | | | 118'0" | 98'11" | 33'2" | 1406.0 | | | | 70000[1] | | 250 | | 2500 | | |
| | B-57B | B | 2 | Wr J-65 | 2 | N | 14400[1] | | | 64'0" | 65'5" | 16'0" | | | | | 50000[1] | | 600[1] | | 2000[1] | | 45000[1] |
| | P6M-1 Sea Master | M | 5 | All J-71 | 4 | N | | | | 100'0" | 134'0" | 31'0" | 1900.0 | | | | 160000 | 30000 | 600[1] | | | | 40000[1] |
| McDonnell | F-101A Voodoo | F,BE | 1 | P&W J-57 | 2 | N | 20000[1] | | | 39'8" | 67'5" | 18'0" | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RF-101A | Voodoo | PR | 1 | P&W | J-57 | 2 | N | 20000[1] | | | 39'8" | 67'5" | 18'0" | | | | | | | | | | | | | | | |
| | F-101B | Voodoo | I | 2 | P&W | J-57 | 2 | N | 20000[1] | | | 39'8" | 67'5" | 18'0" | | | | | | | | | | | | | | | |
| | F3H-2N | Demon | F | 1 | All | J-71 | 1 | N | 10000[1] | | | | | | | | | | | | | 600[1] | | | | | | | |
| | F3H-1N | Demon | F | 1 | West | J-40 | 1 | N | | | | 35'4" | 59'0" | 14'4" | | | | | | | | | | | | | | | |
| | F4H-1 | | F | 2 | | | 2 | | | | | | | | | | | | | | | | | | | | | | |
| North American | T-28C | N | T | 2 | Wr | R-1820 | 1 | 1425 | N | | | 40'6" | 34'3" | 12'6" | | | | | 8247 | | 346 | | 860 | | 35000 |
| | F-100D | Super Sabre | FB | 1 | P&W | J-57 | 1 | N | 10000 | | | 38'0" | 47'0" | 16'0" | | | | | | | 822[1] | | 1000[1] | | 50000[1] |
| | FJ-4B | Bravo Fury | AF | 1 | Wr | J-65-16A | 1 | N | 7800 | | | 39'1" | 37'6" | 12'8" | | | | | 26000[1] | | 690[1] 45000 | | | 10000[1] | 45000 |
| | F-86L | Sabre Jet | I | 1 | GE | J-47-GE-17 | 1 | N | | | | 39'1" | 41'8" | 15'0" | | | | | | | 650 | | 1000[1] | | 45000[1] |
| | F-100F | Super Sabre | FB | 2 | P&W | J-57-P-21 | 1 | N | 10000[1] | | | 39'0" | 50'0" | 16'0" | | | | | | | 1000[1] | | 1000[1] | | 50000[1] |
| | T2J-1 | N | T | 1-2 | West | J-34-WE-36 | 1 | N | 3400 | 381 | | 36'0" | 38'4" | 14'0" | 255.0 | 190.0 | 6500 | | 900[1] | | 495 25000 | 417 34700 | 958 | 5000 | 45000 |
| Northrop | F-89J | Scorpion | I | 2 | | | | | | | | | | | | | | | | | | | | | |
| | T-38 | | T | 2 | | | 2 | N | | | | 25'3" | 43'0" | 11'11" | | | | | 10960 | | | | 1000[1] | | |
| Piper | L-21B | Grasshopper | | 2 | Lyco | O-290-D2 | 1 | 135 | N | 36 | 2 | 35'3" | 22'6" | 6'7" | 178.5 | 18.8 | 1000 | 400 | 1620 | 620 | 127 SL | 110 SL | 500 | 1200 | 20000 |
| Republic | F-105 | Thunderchief | FB | 1 | P&W | J-75 | 1 | N | | | | 34'11" | 63'1" | 19'8" | | | | | | | | | | | |
| Temco | TT-1 | Pinto | T | 2 | Cont | J-69-T-2 | 1 | N | 920 | 124 | 2 | 29'10" | 30'0" | 10'10" | 150.0 | 10.4 | 3139 | | 4400 | | 330 15000 | 270 22350 | 277 | 1900 | 30000 |
| **AUSTRALIA** | | | | | | | | | | | | | | | | | | | | | | | | | |
| deHavilland | DH-115, Mk-33 | Vampire | T | 2 | DH | Goblin 35 | 1 | N | 3500 10750 | 396 | 1½ | 38'0" | 34'6" | 6'3" | 261.0 | 7.7 | 11050 | | 11150 | | 549 20000 | 408 40000 | 850 | 4500 | 40000 |
| **BELGIUM** | | | | | | | | | | | | | | | | | | | | | | | | | |
| S.A.B.C.A. | F-Mk-4,6[5] | Hunter | F | 1 | RR | Avon | 1 | N | | | | 33'8 1/16" | 45'10 1/16" | 13'1 1/16" | 340.0 | | | | | | | | | | |
| **CANADA** | | | | | | | | | | | | | | | | | | | | | | | | | |
| deHavilland | L-20A | Beaver | L,Am,C,P | 1 | P&W | R-985-AN6B | 1 | 450 2300 | N | 95 | 6¼ | 48'0" | 30'4" | 9'0" | 250.0 | 24.6 | 2960 | 2140 | 5100 | | 163 5000 | 143 5000 | 650 | 1020 | 18000 |
| | DHC-3 | Otter | C,L,Tr,Am,P | 1 | P&W | R-1340-S1H1-G | 1 | 600 2250 | N | 216 | 10¾ | 58'0" | 41'10" | 12'7" | 375.0 | 26.3 | 4370 | 3629 | 8000 | | 160 5000 | 139 5000 | 1008 | 1000 | 19000 |
| | DHC-4 | Caribou | Tr | | P&W | R-200 | 2 | 2900 | N | | | 95'0" | | 27'8" | 912.0 | | | | 24000 | 7320 | | 185 7500 | | | 26000 |
| **FINLAND** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Valmet Oy | VH-2 | Vihuri | T | 2 | Br | Mercury 8 | 1 | 720 2600 | N | 168 | 10 | 34'1" | 28'9" | 12'8" | 202.9 | 15.7 | 4700 | | 5892 | | 270 12000 | 204 3300 | 660 | 2263 | 29200 |
| | VH-3 | Vihuri | T | 2 | Br | Mercury 8 | 1 | 720 2600 | N | 168 | 10 | 34'1" | 28'9" | 12'8" | 202.9 | 15.7 | 4800 | | 6300 | | 270 12000 | 204 3300 | 660 | 2263 | 29200 |
| | TL-3 | Tuuli | T,L | 1 | Cont | O-470-A | 1 | 225 2600 | N | 69 | 3 | 36'0" | 26'0" | 7'7" | 183.0 | 18.5 | 2400 | | 3700 | | 159 SL | 146 6200 | 700 | 800 | 14700 |
| **FRANCE** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aubert | PA-204 | Supercigale | T,L,P | | Lyco | | 1 | 150 | N | | | 32'10" | 24'8" | | 139.9 | | | 838 | 2757 | | 158 | 143 | 1160 | 885 | 14764 |
| | PA-204 | Supercigale | T,L,P | | Lyco | | 1 | 180 | N | | | 32'10" | 24'8" | | 139.9 | | | 838 | 2757 | | 168 | 152 | 1120 | 984 | 16404 |
| Breguet | 765 | Deux Ponts | Tr | | P&W | CB-16, 17 | 4 | | | | | 41'0" | 95'0" | 33'6" | | | | | 220992 | 38090 | | 250 | 2500 | | |
| | 940 | Integral | Tr | | Tur | | 4 | | | | | 58'4" | 40'0" | | | | | | 14300 | | | 240 | | | |
| | 1050 | Alize | AS | 3 | RR | Dart Mk21 | 1 | 1975 15000 | N | | | 51'3" | 45'0" | 16'5" | 387.0 | | | | 17637 | | 265 | 150 | | | |
| | 1001 | Taon | F | 1 | Br | Orpheus | 1 | N | | | | | 37'0" | 12'2" | | | | | 11200 | | | | | | |
| | 1100 | Taon | F | | Tur | Gabizo | 2 | N | | | | | 41'4" | 14'4" | | | | | 13450 | | | | | | |
| Dassault | 4 | Etendard | | 1 | Sn | Atar | 1 | N | | | | 37'5" | 56'3" | 16'10" | | | | | 11050 | | | | | | |
| | 3 | Mirage | I,F | | Sn | Atar[6] | 1 | N | | | | 29'8" | 49'4" | 18'4" | | | | | | | | | | | |
| | | Super-Mystere | | 1 | Sn | Atar | 1 | N | | | | 41'0" | 54'10" | 17'9" | | | | | | | | | | | |
| | 4A | Mystere | I,A | | HS | Verdon | 1 | | | | | 43'4" | 50'3" | 17'5" | | | | | | | | | | | |
| Fouga | CM-170 | Magister | T | 2 | Tur | Marbore 11 | 2 | N | 1760 22600 | 258 | 3 | 37'0" | 33'0" | 9'0" | 186.0 | 8.0 | 4600 | | 6330 | | 450 30000 | 310 25000 | 660 | 2950 | 35000 |
| Holste | MH-1521 | Broussard | L,Tr,P | | P&W | R-985 | 1 | 450 | N | | | 45'0" | 28'2" | | 274.0 | | 3373 | | 5511 | | 224 | 168 | 747 | | |
| Hurel-Dubois | HD-331 | | Tr,A | | Wr | 1820-C9-HE | 2 | | N | | | 76'0" | 92'0" | 32'3" | | | | | | 9900 | | 177 | 1120 | | |
| Morane-Saulnier | MS-733 | Alcyon | T,L | 3 | Pot | 6D | 1 | 230 | N | | | 37'0" | 30'7" | 11'4" | 236.0 | | 2830 | | 3856 | | 162 SL | 143 | | | |
| | MS-760 | Paris | L | | Tur | Marbore 11 | 2 | N | 1766 | | | 33'3" | 32'11" | 8'6" | 194.0 | | 4290 | | 6300 | | 445 | 390 16400 | 620 | | |
| | MS-1500 | | O,L | 2 | Tur | Bastan | 1 | | N | | | 42'7" | 33'2" | 10'2" | 258.6 | | 3387 | | 5904 | | 206 | | 1025 | | |
| Potez | 75 | Blinde | A,O | 2 | Pot | 8D32 | 1 | 520 1650 | N | 80 | 4½ | 43'0" | 30'0" | 8'10" | 248.0 | | 3891 | 1653 | 5137 | | 171 | 143 | 870 | 1898 | |
| S.N.C.A.N. | 2501 | Noratlas | Tr | | Br | Hercules | 2 | 2090 | N | | | 106'7 11/16" | 72'1 11/16" | 19'8 3/32" | 1088.9 | | 29424 | | 47850 | | 260 | 199 10000 | | 1073 | 22100 |
| | 2506 | Noratlas | Tr | | Tur | Marbore | 2 | N | | | | 106'7 11/16" | 72'1 11/16" | 19'8 3/32" | 1088.9 | | 29424 | | 47850 | | 260 | 199 10000 | | 1073 | 22100 |

For references and abbreviations, see page 247

***For Directory of the Aircraft Manufacturers listed above, see Table of Contents***

# U. S. AND FOREIGN MILITARY AIRCRAFT—*concluded*



| MAKE AND MODEL | POPULAR NAME | Type | Number of Crew | ENGINE: Make and Model | ENGINE: Number Used | ENGINE: Total Take-off Hp. at Specified RPM | ENGINE: Total Take-off Thrust at Specified RPM | Fuel Capacity (Gallons) | Oil Capacity (Gallons) | DIMENSIONS (Ft. & In.): Span | DIMENSIONS (Ft. & In.): Overall Length | DIMENSIONS (Ft. & In.): Height (Taxi Position) | DIMENSIONS (Ft. & In.): Wing Area (Gross) Sq. Ft. | DIMENSIONS (Ft. & In.): Aileron Area (Sq. Ft.) | WEIGHTS (Lb.): Empty | WEIGHTS (Lb.): Useful Load | WEIGHTS (Lb.): Gross | WEIGHTS (Lb.): Pay Load | PERFORMANCE: Maximum Speed at Altitude | PERFORMANCE: Cruising Speed at Altitude | PERFORMANCE: Range in Miles at Cruising Speed | PERFORMANCE: Initial Climb (Feet per Minute) | PERFORMANCE: Service Ceiling with Normal Load (Feet) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FRANCE—cont'd** | | | | | | | | | | | | | | | | | | | | | | | |
| Sud-Aviation | Aquilon | F | 1-2 | DH Ghost | 1 | N | 4850 | | | 42'9" | 36'9" | 8'10" | 280.0 | | 10400 | 4500 | 14900 | | 600 | | 1040 | | 49200 |
| SE-5003 | Baroudeur | A | 1 | Sn Atar E-4 | 1 | N | 8160 | | | 32'10" | 44'3" | 11'10" | | | 10260 | 4440 | 14700 | | 742-SL | | | 15846 | 49000 |
| SO-4050 | Vautour | A | 1 | Sn Atar 101E-3 | 2 | N | 7720 | | | 50'0" | 50'0" | 15'0" | 485.3 | 38.5 | 22000 | 10500 | 33000 | | 685-SL | | 610 | 11000 | 50000 |
| SO-4050 | Vautour | F,B | 2 | Sn Atar 101E-3 | 2 | N | 7720 | 1130 | | 50'0" | 50'0" | 15'0" | 485.3 | 38.5 | 22000 | 10500 | 44000 | | 685-SL | | 610 | 11000 | 50000 |
| SO-9050 | Trident | I | 1 | Tur Gabizo[7] | 2 | N | 9025 | | | 22'7" | 42'7" | 10'8" | 156.0 | | 5780 | | 11355 | | | | | 20000 | |
| SE-3130 | Alouette | H | 1 | Tur Artouste 11 | 1 | 340-34000 | N | | | 33'6" | 31'9" | 9'0" | | | 1674 | 1426 | 3300 | 1047 | 113-SL | 106 | 370 | 1180 | 15100 |
| SO-1221 | Djinn | H | 1 | Tur Palouste | 1 | 250-34000 | N | 66 | 2 | 36'0" | 17'5" | 8'5" | 1022.0 | | 794 | 970 | 1764 | | 81-SL | 62-SL | 112 | 500 | 14000 |
| S-58 | | H | | Wr C-9 | 1 | 1525-2800 | N | | | 56'0" | 46'9" | 15'10" | | | 7560 | 5140 | 12700 | | 130-SL | 88 | 225 | 1075 | 9800 |
| SE-212 | Durandal | I | 1 | Sn Atar G[6] | 1 | N | | | | | | | | | | | | | | | | | |
| **GREAT BRITAIN** | | | | | | | | | | | | | | | | | | | | | | | |
| Auster | AOP Mk-9 | O,L | 2-3 | Bl Bombardier | 1 | 180 | N | 18 | 3 | 36'5" | 23'8½" | 8'11" | 197.6 | | 1460 | | 2100 | | 127-1000 | 110-1000 | 245 | 920 | 14000 |
| | Aiglet | T | 2 | DH Gypsy Major | 1 | 130 | N | 16 | 3 | 32'0" | 23'2½" | 8'5" | 169.5 | 18.0 | 1323 | 877 | 2200 | | 132-1000 | 107-1000 | 270 | 650 | 12500 |
| AVRO | 698B, Mk-1 Vulcan | B | 5 | Br Olympus | 4 | N | 44000 | | | 99'0" | 97'1" | 26'6" | | | | | | | | | | | |
| | 698MR-3 Shackleton | RB | 10 | RR Griffon | 4 | | N | | | 120'6" | 87'4" | 23'4" | | | | | | | | | | | |
| | 698B, Mk-2 Vulcan | B | 5 | Br Olympus BO1-6 | 4 | N | 64000 | | | 111'0" | 93'4" | 27'6" | | | | | | | | | | | |
| Blackburn | Beverley | Tr | 4 | Br Centaurus 173 | 4 | 11400-2800 | N | 8260 | 254 | 162'0" | 99'5" | 38'9" | 2916.0 | 168.0 | 82100 | 52900 | 135000 | 45000 | 238-7500 | 223-5000 | 2700 | 760 | 15750 |
| | NA-39 | A | | | | | | | | | | | | | | | | | | | | | |
| Bristol | 171 Sycamore | H | 1 | Av Leonides | 1 | 525 | N | 107 | 7 | 48'6¾" | 61'0" | 14'7" | | | 3983 | 1417 | 5200 | | 141 | 90 | 368 | 1300 | 15500 |
| | 173 | H | | Av Leonides 73 | 2 | 1720 | N | | | 48'6¾" | 89'9" | | | | | | 13498 | | 127-SL | | | | |
| | 192 | H | | Nap Gazelle | 2 | 2600 | N | 672 | 10 | 48'8" | 89'9" | 17'0" | | | | | 18000 | | 138 | 115 | 300 | | 14000 |
| | 250 Britannia | Tr | 9 | Br Proteus 755 | 4 | 16480 | N | 10190 | 53 | 142'3½" | 124'4" | 36'8" | 2075.0 | 140.0 | 84850 | 85150 | 175000 | 33000 | 401 | 357 | 4389 | 1500 | 30500 |
| deHavilland | DH-115 Vampire | T | 2 | DH Goblin 35 | 1 | N | 3500-10750 | 396 | 1½ | 38'0" | 34'6" | 6'3" | 261.0 | 7.7 | 11050 | | 11150 | | 549-20000 | 408-40000 | 850 | 4500 | 40000 |
| | DH-110 Sea Vixen | F | 2 | RR Avon | 2 | N | | | | 51'0" | 53'6½" | 14'8" | | | | | | | | | | | |
| English Electric | B-2 Canberra | MB | 3 | RR Avon | 2 | N | 13000-7800 | | | 64'0" | 65'6" | 15'7" | | | | | | | | | | | |
| | B-6 Canberra | B | 3 | RR Avon | 2 | N | 13000-7800 | | | 64'0" | 65'6" | 15'7" | | | | | | | | | | | |
| | B-8 Canberra | AB | 2 | RR Avon | 2 | N | 13000-7800 | | | 64'0" | 65'6" | 15'7" | | | | | | | | | | | |
| | PR-3, PR-7 Canberra | P | 2 | RR Avon | 2 | N | 13000-7800 | | | 64'0" | 65'6" | 15'7" | | | | | | | | | | | |
| | T-4 Canberra | T | 3 | RR Avon | 2 | N | 13000-7800 | | | 64'0" | 66'8" | 15'7" | | | | | | | | | | | |
| | P-1A | F | 1 | ArS Sapphire | 2 | N | | | | 64'0" | 65'6" | 15'7" | | | | | | | | | | | |
| | PR-9 Canberra | P | 2 | RR Avon | 2 | N | | | | | | | | | | | | | | | | | |
| | P1-B | F,I | 1 | RR Avon | 2 | N | | | | 68'0" | 66'8" | 15'7" | | | | | | | | | | | |
| Fairey | AS-1 Gannet | AS | 3 | ArS Double Mamba 100 | 1 | N | 2950 | | | 54'4" | 43'0" | | | | | | | | 300[1] | | | | |
| | FD-2 | Ra | | RR Avon | 1 | N | | | | 26'10" | 52'7½" | | | | | | | | | | | | |
| | 4 Gannet | AS | 3 | ArS Double Mamba 101 | 1 | N | | | | 54'4" | 43'0" | 14'0" | | | | | | | | | | | |
| | T-2 Gannet | T | 2 | ArS Double Mamba 100 | 1 | N | | | | 54'4" | 43'0" | | | | | | | | | | | | |
| | (Helicopter) Rotodyne | Tr | 2 | Nap Eland NE17 | 2 | N | 7000-12500 | | | 46'6" | 58'8" | 22'2" | 475.0 | | 23400 | 15600 | 39000 | 12000 | | 185 | | | |
| | (Helicopter) Ultralight | O,T | 1 | Bl Palouste | 1 | N | | | | 28'3½" | 15'0" | 8'2" | | | 985 | 820 | 1800 | 700 | 105-1000 | 185-3000 | 400 | 1670 | 12000 |
| | T-Mk-5 Gannet | T | | ArS Double Mamba | 1 | N | | | | | | | | | | | | | | 98-1000 | 90 | 1350 | 16000 |
| | AEW-Mk-3 Gannet | EW | | ArS Double Mamba | 1 | N | | | | | | | | | | | | | | | | | |
| Folland | FO-141 Gnat | F | 1 | Br Orpheus | 1 | N | 4850 | | | 22'2" | 30'0" | 8'6" | 137.0 | 11.0 | | | 6200 | | | | | | 50000 |
| | FO-144 Gnat | T | 2 | Br Orpheus | 1 | N | | | | 24'0" | 30'4" | 8'10" | 175.0 | 14.3 | | | | | | | | | |
| Gloster | T-3 Javelin | T | 2 | ArS Sapphire | 2 | N | 16600 | | | 52'0" | 60'2" | 17'1" | | | | | | | | | | | |
| | Javelin | F | 2 | ArS Sapphire | 2 | N | 16600 | | | 52'0" | 57'0" | 17'1" | | | | | | | | | | | |
| Handley Page | P-80 Victor | B | | ArS Sapphire | 4 | N | | | | 110'0" | 114'11" | 26'9" | | | | | | | | | | | |
| | HPR-7 Dart Herald | Tr | 2 | RR Dart RDA7-527 | 2 | 3820 | 1004 | 1205 | 6 | 95'0" | 71'11" | 22'6" | 886.0 | 60.0 | 21422 | 10160 | 37000 | 10160 | 288-20000 | 278-17600 | 1430 | 1580 | 29500 |
| Hunting Percival | P-56 Provost | T | 2 | Av Leonides | 1 | 550-3000 | N | 78 | 6 | 35'2" | 28'8" | 8'10" | 214.0 | 24.2 | 3311 | 989 | 4300 | | 201-2300 | 177-11500 | 833 | 2100 | 22500 |
| | P-66 Pembroke | Tr | 2 | Av Leonides | 2 | 1100-3000 | N | 286 | 25 | 64'6" | 46'0" | 16'1" | 400.0 | 50.2 | | | 13500 | | 220-1800 | 206 | 1160 | 1500 | 22000 |
| | P-84 Jet Provost | T | 2 | ArS Viner V-8 | 1 | N | 1750-13800 | 197 | | 35'2" | 31'11" | 10'2" | 213.7 | 18.7 | | | 6195 | | 316-30000 | | 570 | 2530 | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Saunders Roe | Mk-12 | Skeeter | H | 2 | DH | Gypsy Major 215 | 1 | 215-2630 | N | 23 | 3 | 32'0" | 28'5" | 10'2" | | | 1656 | 410 | 2300 | | 101 | 99 | 185 | 1150 | 12800 |
| | SR-53 | | I | 1 | ArS | Viper[3] | 1 | N | | | | 25'1¼" | 45'0" | 10'10" | | | | | | | | | | | |
| | SR-177 | | I | | DH | Gyron Junior[3] | 1 | N | | | | | | | | | | | | | | | | | |
| Scottish Aviation | | | | | | | | | | | | | | | | | | | | | | | | | |
| Twin Pioneer | | | B,Tr | 1 | Av | Leonides Mk/128 | 2 | 1080-3000 | N | 434 | 36¼ | 76'6" | 45'1" | 11'7" | 670.0 | 44.0 | 10159 | 3841 | 14000 | 2750 | 165-1500 | 130-5000 | 1170 | 880 | |
| CC-Mk-1 | Pioneer | | | 1 | Av | Leonides Mk/130 | 1 | 540-3000 | N | 145 | 5½ | 49'9" | 34'4" | 10'1" | 390.0 | 32.5 | 4013 | 1787 | 5800 | 1145 | 145-1500 | 120-5000 | | | 23000 |
| Short | SC-1 | | Rs | 1 | RR | RB-108 | 5 | | | | | | | | | | | | | | | | | | |
| Vickers-Armstrong | Mk-B-1 | Valiant | MB | | RR | Avon | 4 | N | | | | 114'4" | 108'3" | 32'2" | | | | | | | | | | | |
| | FR-Mk-8 | Supermarine Swift | F,Re | 1 | RR | Avon | 1 | N | | | | 32'4" | 42'3" | 13'2½" | 320.2 | | | | | | | | | | |
| | N-113 | Scimitar | F | 1 | RR | Avon | 2 | N | | | | 37'2" | 55'3¼" | 16'0" | | | | | | | | | | | |
| Westland | S-55 | Whirlwind | H | 2 | Av | Leonides Major | 1 | 750-2900 | N | 145 | 10 | 53'0" | 41'8½" | 15'3" | | | 5626 | 2174 | 7800 | 924 | 104-SL | 86-SL | 420 | 1100 | 15000 |
| (Helicopter) | Widgeon | | H | 1 | Av | Leonides 521/1 | 1 | 520-3000 | N | 83 | 6 | 49'0" | 41'3" | 12'11" | | | 4525 | 1375 | 5900 | 545 | 103-SL | 80-SL | 300 | 970 | 10500 |
| (Helicopter) | Whirlwind | | H | 2 | Av | Leonides 521/1 | 1 | 750- | N | 175 | 8 | 53'0" | 62'0" | 15'5¾" | | | 5336 | 2464 | 7800 | 1154 | 110- | 87- | 314 | 1100 | 10500 |
| (Helicopter) | Wessex | | H | 2 | Nap | Gazelle N-CA-13 | 1 | 1430- | N | 362 | | 56'0" | 65'9" | 15'10" | | | 7600 | 5000 | 12600 | 2300 | 132- | 116- | 388 | 1850 | 17000 |
| **ITALY** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aer Macchi | MB-323 | | T | 2 | P&W | R-1340 | 1 | 610-2250 | N | 106 | 9¼ | 39'4½" | 30'0" | 13'3" | 217.0 | 23.0 | 4409 | 1301 | 5710 | | 210-5900 | 173-13100 | 1180 | 1437 | 21325 |
| | MB-326 | | T | 2 | ArS | Viper AS-V8 | 1 | N | 1750-13800 | 230 | 2½ | 32'11" | 34'5" | 11'3" | 204.5 | 16.3 | 6299 | 1984 | 6283 | | 451-29500 | 336-30000 | 826 | 3051 | 36089 |
| Fiat | G-46-2B | | T | 2 | DH | Gypsy Queen 30 | 1 | 245-2500 | N | 42 | 7¼ | 34'1½" | 27'10" | 7'10½" | 172.2 | 11.0 | 2450 | 700 | 3150 | | 204-SL | 171-10000 | 700 | 1060 | 20000 |
| | G-46-4B | | T | 2 | AR | 115 ter Mk-1950 | 1 | 222-2400 | N | 42 | 7¼ | 34'1½" | 27'10" | 7'10½" | 172.2 | 11.0 | 2425 | 720 | 3145 | | 194-SL | 164-4300 | 560 | 1025 | 17500 |
| | G-59-4A | | T | 1 | RR | T-24-2 Merlin | 1 | 1400-3000 | N | 127 | 9½ | 38'10½" | 31'1" | 12'1" | 227.0 | 14.3 | 6180 | 1450 | 7630 | | 380-21000 | 303-18500 | 620 | 3500 | 39700 |
| | G-59-4B | | T | 2 | RR | T-24-2 Merlin | 1 | 1400-3000 | N | 100 | 9½ | 38'10½" | 31'1" | 12'1" | 227.0 | 14.3 | 6285 | 1180 | 7465 | | 380-21000 | 303-18500 | 500 | 3500 | 39700 |
| | F-86-K | | F | 1 | GE | J47GE17/B | 1 | N | 7350- | | | 37'2" | 40'11" | 15'0" | 287.9 | | | | 18000 | | 650- | | 500 | | 45000[1] |
| | Mk-52 | Vampire | F | 1 | DH | Goblin /3 | 1 | N | 3300- | 395 | | 38'0" | 30'9" | 6'2" | 270.0 | | 6385 | 3815 | 10650 | | 480-15000 | | 750 | | 45600 |
| | G-49-1 | | T | 2 | Av | Leonides 502/4Mk24 | 1 | 570-3000 | N | 90 | | 40'11" | 31'5" | 9'1" | 255.0 | | 4700 | 1255 | 5955 | | 225-3300 | 185-13100 | 1500 | 1050 | 24000 |
| | G-49-2 | | T | 2 | P&W | R-1340-S3H1 | 1 | 600-2250 | N | 90 | | 40'11" | 30'10" | 9'0" | 255.0 | | 4700 | 1255 | 5955 | | 230-5000 | 185-13100 | 1300 | 1300 | 24000 |
| | G-49-3 | | T | 2 | 1A | 19E 1 Indio | 1 | 620-2250 | N | 90 | | 40'11" | 30'10" | 8'9" | 255.0 | | 4665 | 1255 | 5920 | | 230-5000 | 185-13100 | 1370 | 1300 | 24000 |
| | G-80-3B | | T | 2 | DH | Goblin 35 | 1 | N | 3500-10750 | 405 | | 36'1" | 42'5" | 13'2½" | 270.6 | 14.3 | 9500 | 3300 | 12800 | | 515-10000 | 342-30000 | 620 | 2420 | 36000 |
| | G-91 | | F | 1 | Br | Orpheus 3 | 1 | N | | | | | | | | | | | | | | | | | |
| | G-82 | | T | 2 | RR | Nene RN6/21 | 1 | N | 5400-12700 | 465 | | 38'9½" | 42'5" | 13'4½" | 270.6 | | 9700 | 4080 | 13780 | | 575-10000 | 360-30000 | 715 | 6100 | 42650 |
| | G-91-S | | F | 1 | Br | Orpheus 11 | 1 | N | | | | | | | | | | | | | | | | | |
| | G-91-T | | T | 2 | Br | Orpheus BOr 4 | 1 | N | 4500- | 460 | | 28'3" | 36'6" | 13'3" | 178.0 | 18.8 | 6830 | 4420 | 11250 | | 630- | 450-30000 | 780 | | |
| Piaggio | P-148MT | | T | 2 | Lyco | O-435-A | 1 | 190-2550 | N | 45 | 3 | 36'5" | 27'7" | 7'10" | 200.0 | 16.4 | 1931 | 715 | 2646 | | 174-SL | 127-3000 | 570 | 900 | 18045 |
| | P-150 | | T | 2 | P&W | R-1340-53H1 | 1 | 600-2250 | N | 148 | 14½ | 42'4" | 30'4¼" | 9'2½" | 271.3 | 22.0 | 4277 | 1323 | 5600 | | 228-5900 | 190-9700 | 690 | 1380 | 22100 |
| | P-149D | | T,L | 1 | Lyco | GO-480-B | 1 | 270-3400 | N | 63 | 3 | 36'6" | 28'2" | 9'7" | 203.0 | 16.4 | 2550 | 1150 | 3700 | 700 | 190-SL | 165-7500 | 620 | 1100 | 15500 |
| **SPAIN** | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hispano | HA-100-E1 | Triana | T | 2 | Eliz | B-4 | 1 | 775-2200 | N | 159 | 7 | 34'1" | 27'9" | 11'0" | 186.7 | 15.6 | 4343 | 1470 | 6460 | | 280-9500 | 237-9500 | 821 | 2130 | 33800 |
| | HA-100-F1 | | T | 2 | Wr | 957C7BA1 | 1 | 800-2600 | N | 159 | 9½ | 34'1" | 27'9" | 11'0" | 186.7 | 15.6 | 4510 | 1470 | 6627 | | 286-15700 | 230-15700 | 910 | 1620 | 26200 |
| | HA-200-R1 | Saeta | T | 2 | Tur | Marbore 11A | 2 | N | 1763-22600 | 185 | 6½ | 34'1" | 29'1" | 10'7" | 187.2 | 11.3 | 3697 | | 6995 | | 435-35400 | 362-24600 | 930 | 3346 | 39300 |
| | HA-1112-M1L | Buchon | F,B | 1 | RR | Merlin 500/45 | 1 | 1632- | N | 88 | 7¾ | 38'5" | 36'0" | 11'5" | 172.0 | | 5870 | | 7025 | | 418-12600 | 248-9850 | 475 | 3210 | 33500 |
| | HA-1112-M9L | | T | 2 | RR | Merlin 500/45 | 1 | 1632- | N | 92½ | 7¾ | 38'5" | 36'0" | 11'5" | 172.0 | | 5300 | | 6100 | | 418-12600 | 248-9850 | 497 | 3210 | 33500 |
| **SWEDEN** | | | | | | | | | | | | | | | | | | | | | | | | | |
| SAAB | 91B | Safir | T | 1 | Lyco | O-435-A | 1 | 190-2550 | N | 46 | 3 | 34'9" | 26'0" | 7'2" | 146.0 | | 1580 | 990 | 2570 | | 170-SL | 169-5000 | 700 | 880 | 19200 |
| | 91C | Safir | T | 1 | Lyco | O-435-A | 1 | 190-2550 | N | 46 | 3 | 34'9" | 26'0" | 7'2" | 146.0 | 17.7 | 1580 | 730 | 2310 | | 173-SL | 171-5000 | 710 | 1040 | 21800 |
| | 29F | | F,A,Re | 1 | DH | Ghost | 1 | N | 6250- | | | 36'1" | 33'2½" | 12'3½" | 258.0 | | 9500 | | 13200 | | 660- | | 1700 | | |
| | 32A | Lansen | F,Re | 2 | RR | Avon RA-7 | 1 | N | 9500- | | | 42'8" | 48'0" | 15'6" | | | 15400 | | 22200 | | 700[1] | | | | 50000 |
| | 35 | Draken | F | 1 | RR | Avon | 1 | N | | | | 30'10" | 46'6" | | 53.7 | | | | 20200 | | 1000[1] | | | | |
| | 32B | Lansen | F | 2 | RR | Avon RM-6 | 1 | N | | | | 42'8" | 48'0" | 12'3½" | 258.0 | | | | | | | | | | |
| | 32C | Lansen | Re | 2 | RR | Avon RA-7R | 1 | N | 9500- | | | 42'8" | 48'0" | 12'3½" | 258.0 | | | | | | 700[1] | | | | 50000 |

**ABBREVIATIONS**

1—Plus.
2—With wing tip tanks.
3—Also two Westinghouse J-34 engines.
4—Includes aileron area.
5—Built under license from Hawker.
6—Also one S.E.P.R. rocket engine.
7—Also one S.E.P.R. 631 rocket engine.
8—Also one de Havilland Spectre rocket engine.

**A**—Attack.
**AB**—Attack bomber.
**AF**—Attack fighter.
**All**—Allison Div.
**Am**—Ambulance.
**AR**—Alfa-Romeo.
**ArS**—Armstrong-Siddeley Motors, Ltd.
**AS**—Anti-submarine.
**Av**—Alvis, Ltd.
**B**—Bomber.
**BE**—Bomber escort.
**Bl**—Blackburn and General Aircraft, Ltd.
**Br**—Bristol Aeroplane Co., Ltd.
**C**—Cargo.
**Cont**—Continental Motors Corp.
**DH**—de Havilland Aircraft Co., Ltd.
**Eliz**—Elizalde.
**EW**—Early warning.
**F**—Fighter.
**Fair**—Fairchild.
**FB**—Fighter bomber.
**GE**—General Electric Co.
**H**—Helicopter.
**HB**—Heavy bomber.
**HS**—Hispano Suiza.
**I**—Interceptor.
**IA**—Instituto Aeronautico I Ae.
**IT**—Instrument trainer.
**L**—Liaison.
**Lyco**—Lycoming Spencer Div.
**M**—Mine layer.
**MB**—Medium bomber.
**N**—No or none.
**Nap**—Napier.
**O**—Observation.
**OR**—Observation and reconnaissance.
**P**—Photographic.
**PCL**—Passenger, cargo or litter transport.
**Pot**—Potez.
**PR**—Photo reconnaissance.
**Pt**—Patrol.
**P&W**—Pratt and Whitney Aircraft Div.
**R**—Rescue.
**RB**—Reconnaissance bomber.
**Re**—Reconnaissance.
**RR**—Rolls Royce, Ltd.
**Rs**—Research.
**SL**—Sea level.
**Sn**—S.N.E.C.M.A.
**Sub**—Submarine search.
**T**—Trainer.
**Ta**—Tanker.
**TB**—Torpedo bomber.
**TC**—Troop and cargo transport.
**Tr**—Transport.
**Tur**—Turbomeca.
**W**—Weather.
**West**—Westinghouse Electric Corp.
**Wr**—Wright Aeronautical Corp.

***For Directory of the Aircraft Manufacturers listed above, see Table of Contents***

| MAKE AND MODEL | Type | A. T. C. Number | Number of Crew | Number of Seated Passengers | ENGINE: Make and Model | ENGINE: Number Used | ENGINE: Total Take-off Hp. at Specified RPM | Fuel Capacity (Gal.) | Oil Capacity (Gal.) | DIMENSIONS (Ft. & In.): Span | Overall Length | Height (Taxi Position) | Wing Area (Gross) Sq. Ft. | Aileron Area Sq. Ft. | WEIGHTS (Lb.): Empty | Useful Load | Gross | Pay Load | PERFORMANCE: Maximum Speed at Altitude | Cruising Speed at Altitude | Range in Miles at Cruising Speed | Initial Climb (Ft. per Min.) | Service Ceiling with Normal Load (Ft.) | Fuel Consumption at Cruising Speed (Lb. per Hr.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **UNITED STATES** | | | | | | | | | | | | | | | | | | | | | | | | |
| Acme | ET-LS | | 1 | 7 | Cont. 420 | 2 | 158[1] | 480 | | 46'0" | 38'0" | 11'6" | | | | 1830 | 8900 | 2200 | 400 | 340 | 1160 | | | |
| Bee Aviation Honey Bee | P-L | 4A11 | 1 | N | Cont. A-65 | 1 | 65 | 8½ | 1 | 28'0" | 18'0" | 7'8" | 96.0 | 5.4 | 610 | 250 | 860 | 200 | 120 | 110 | 240 | 1000 | 15000 | 24.0 |
| Wee Bee | P-L | X | 1 | N | Kie O-45-35 | 1 | 30 | 2½ | | 18'0" | 15'0" | 3'0" | 44.0 | 2.2 | 210 | 210 | 410 | 200 | 82 | 72 | 50 | 300 | 9000 | 20.0 |
| Queen Bee | P-L | X | 1 | 3 | Lyco O-320 | 1 | 150 | 42 | 1 | 32'10" | 22'1" | 8'0" | 130.0 | 5.8 | 1190 | 960 | 2150 | 840 | 170 | 160 | 700 | 1000 | 18000 | 48.0 |
| Beech D-50 | PC-L | 5A4 | 1 | 5 | Lyco GO-480-C2C6 | 2 | 590-3400 | 134 | 6 | 45'3" | 31'6" | 11'4" | 277.0 | 13.9 | 4025 | 2273 | 6300 | | 214-3100 | 199-7000 | 1100 | 1450 | 20000 | |
| E-18S | PC-L | A765 | 1-2 | 8 | P&W R-985AN/14B | 2 | 900-2300 | 286 | 17 | 49'8" | 35'2½" | 9'6" | 361.0 | 17.5 | 6030 | 3250 | 9300 | | 234-3300 | 215-10000 | 1460 | 1490 | 25700 | |
| E-50 | ET-L | | 1 | 5 | Lyco GSO-480-A1A6 | 2 | 1360-3400 | 230 | 8 | 45'3⅜" | 31'6½" | 11'4" | 277.1 | | 4440 | 2560 | 7000 | | 240-9000 | 228-13300 | 1310 | 1620 | 24800 | |
| 95 | ET-L | | 1 | 3 | Lyco O-360-A1A | 2 | 720-2700 | 112 | 4 | 37'10" | 25'4" | 9'6" | 183.8 | 11.5 | 2580 | 1420 | 4000 | | 208-SL | 200-7500 | 1400 | 1350 | 19000 | |
| H-35 | P-L | | 1 | 3 | Cont. O-470-G | 1 | 240-2600 | 39 | 3 | 32'10" | 25'2" | 6'6½" | 177.6 | 11.5 | 1833 | 1067 | 2900 | | 206-SL | 196-5000 | 800 | 1250 | 19800 | |
| Boeing 707-120 | PC-L | | 3 | 124-150 | P&W JT3C-4 | 4 | 40000[1] | 17400 | | 130'10" | 134'6" | 38'7" | 2433.0 | | | | 248000 | 42700 | | 591 | 3000[2] | | 40000[2] | |
| 707-220 | PC-L | | | 124-150 | P&W JT4A | 4 | | 18078 | | 130'10" | 134'6" | 38'7" | 2433.0 | | | | 248000 | 42000 | | 605 | | | 40000[2] | |
| 707-320 | PC-L | | 4 | 131-162 | P&W JT4A | 4 | 60000[1] | 23580 | | 141'6" | 146'8" | 38'8" | 2908.0 | | | | 296000 | 40000 | | 605 | 4000[2] | | 40000[2] | |
| 707-420 | PC-L | | 4 | 131-162 | RR Conway Mk-505 | 4 | 66000[1] | 23580 | | 142'5" | 152'11" | 38'8" | 2900.0 | | | | 296000 | 40000 | | 606 | 4000[2] | | 40000[2] | |
| 717 | PC-L | | 3 | 80-130 | P&W JT3 | | | 10092 | | 130'10" | 128'10" | 37'7" | 2433.0 | | | | 185000 | 32500 | | 600 | 2400 | | 40000[2] | |
| Call Air A-4 Modified | DS-L | A758 | 1 | 1 | Lyco O-320 | 1 | 150-2700 | 25 | 2 | 35'6" | 23'0" | 7'0" | 181.0 | 10.7 | 950 | 1200 | 2150 | 850 | 105 | 100 | 300 | 1000 | 15000 | 48.0 |
| A-4-180 HP | A-L | A758 | 1 | 1 | Lyco O-360 | 1 | 180-2700 | 40 | 2 | 35'5¼" | 23'8¾" | 7'10" | 186.1 | 21.8 | 1140 | 1610 | 2150 | 850 | 115-7000 | 105-7000 | 400 | 810 | | 63.5 |
| Cessna 172 | PC-L | 3A12 | 1 | 3 | Cont. O-300-A | 1 | 145-2600 | 42 | 2 | 36'0" | 25'0" | 8'6" | 175.0 | | 1260 | 940 | 2200 | | 135-SL | 124-7500 | 519 | 660 | 13300 | |
| 180 | PC-L/S | 5A6 | 1 | 3 | Cont. O-470-K | 1 | 230-2600 | 65 | 3 | 36'0" | 26'0" | 7'6" | 175.0 | | 1555 | 1095 | 2650 | | 170-SL | 160-7500 | 675 | 1130 | 21500 | |
| 182 | PC-L | 3A13 | 1 | 3 | Cont. O-470-L | 1 | 230-2600 | 65 | 3 | 36'0" | 26'0" | 8'6" | 175.0 | | 1560 | 1095 | 2650 | | 165-SL | 155-7500 | 655 | 1030 | 19800 | |
| 310-B | PC-L | 3A10 | 1 | 3-4 | Cont. O-470-M | 2 | 480-2600 | 100 | 6 | 36'0" | 27'0" | 10'5" | 175.0 | | 2965 | 1735 | 4700 | | 232-SL | 213-8000 | 850 | 1660 | 20500 | |
| Champion 7EC, 7FC | PC-L/S | 759 | 1-2 | 1 | Cont. C90-12F | 1 | 95 | 26 | 1 | 35'0" | 25'0" | 8'0" | 340.0 | 32.0 | 890 | 560 | 1450 | | 122-9000 | 112-5000 | 500[2] | 1000 | 15500 | 30.0 |
| Colonial C-1 | ET-L/S | 1A13 | 1 | 2 | Lyco O-320 | 1 | 150-2700 | 40 | 2 | 34'0" | 23'6" | 8'10" | 151.0 | 10.7 | 1400 | 750 | 2150 | | 130-10000 | 115-5000 | 500 | 800 | 14000 | 54.0 |
| C-2 | ET-L/S | 1A13 | 1 | 3 | Lyco. O-360 | 1 | 180 | 40 | 2 | 34'0" | 23'6" | 9'0" | 155.0 | 10.7 | 1450 | 900 | 2350 | | 135-8500 | 130-8500 | 520 | 850 | 15000 | 60.0 |
| Convair 440 | PE-L | C131 | 3 | 44-52 | P&W R-2800-CB-17 | 2 | 2500 | 1730 | 60 | 105'4" | 79'2" | 28'1¼" | 920.0 | 43.8 | 31305 | 17795 | 49100 | 8530 | | 289 | 2450 | 1230 | 25000 | 210.0 |
| 880 | PC-L | | 6 | 88-109 | GE CJ-805 | 4 | | 10770 | | 120'0" | 129'4" | 36'0" | 2000.0 | | 82100 | 30050 | 178503 | 23150 | 615-25000 | | | 3800 | 36000 | |
| Douglas DC6A-1135A | C-L | 6A3 | 3 | N | P&W R-2800-CB-17 | 4 | 10000-2800 | 5512 | 166 | 117'6" | 105'7" | 28'8" | 1463.0 | 85.1 | 51584 | 55416 | 107000 | 30010 | 368-19700 | 315-22400 | 4100 | 1000 | 26000 | 2545.0 |
| DC6B-1198A | PC-L | 6A4 | 5 | 52-102 | P&W R-2800-CB-16 | 4 | 9600-2800 | 3992 | 166 | 117'6" | 105'7" | 28'8" | 1463.0 | 85.1 | 55357 | 44643 | 100000 | 23490 | 360-18100 | 315-22400 | 2960 | 1040 | 26000 | 2545.0 |
| DC6B-1225A | PC-L | 6A4 | 7 | 52-85 | P&W R-2800-CB-17 | 4 | 10000-2800 | 5512 | 166 | 117'6" | 105'7" | 28'8" | 1463.0 | 95.1 | 56340 | 48660 | 107000 | 22953 | 368-19700 | 315-22400 | 4100 | 1000 | 26000 | 2545.0 |
| DC-7 | P-L | 4A10 | 3-5 | 65-95 | Wr 3350-972TC18DA2 | 4 | 13000-2900 | 5512 | 184 | 117'6" | 108'11" | 28'7" | 1463.0 | 89.0 | 65900 | 56400 | 122000 | 19330 | 410-22200 | 370-24500 | 3750 | 1150 | 28200 | 2900.0 |
| DC-7B | PC-L | 4A10 | 5-9 | 60-96 | Wr 972TC18DA4 | 4 | 13000-2900 | 6490 | 197 | 117'6" | 108'11" | 28'7" | 1463.0 | 89.0 | 68073 | 57927 | 126000 | 22650 | 406-22100 | 361-24300 | 4650 | 1135 | 23900 | 2955.0 |
| DC-7C | PC-L | 4A10 | 5-9 | 65-99 | Wr 988TC18EA1 | 4 | 13600-2900 | 7824 | 233 | 127'6" | 112'3" | 31'10" | 1637.0 | 93.4 | 72643 | 66357 | 143000 | 28857 | 406-22700 | 359-24400 | 5470 | 1050 | 22800 | 2955.0 |
| DC-8 Domestic | PC-L | | | 118 | P&W JT4A-3 | | | 17600 | | 139'9" | 150'6" | 42'4" | 2758.0 | | 118265 | | 265000 | 33620 | 586-30000 | | 4050 | | | |
| DC-8 Intercontinental | PC-L | | | 132 | P&W JT4A-3 | | | 21615 | | 139'9" | 150'6" | 42'4" | 2758.0 | | 120737 | | 287500 | 33930 | 586-30000 | | 4190 | | | |
| DC-8 Tourist Domestic | PC-L | | | 144 | P&W JT4A-3 | | | | | 139'9" | 150'6" | 42'4" | 2758.0 | | | | | 37910 | | | 3790 | | | |
| DC-8 Tourist Intercontinental | PC-L | | | 144 | P&W JT4A-3 | | | | | 139'9" | 150'6" | 42'4" | 2758.0 | | | | | 37910 | | | 4360 | | | |
| Fairchild F-27 | PC-L | | 3 | 40 | RR R.da6/mk511 | 2 | 3480-14500 | 1320 | 7½ | 95'2" | 76'0" | 27'6" | 754.0 | 37.6 | 22237 | 11207 | 34520 | 8887 | 276-20000 | 272-20000 | 1800 | 1600 | 38000 | 1230.0 |
| Fletcher FU-24 | PC-L | 4A12 | 1 | 4 | Cont. O-470-E | 1 | 225 | 44 | 3 | 42'0" | 31'10" | 9'4" | 294.0 | 19.6 | 1982 | 1520 | 3500 | 1210 | 131-SL | 111-SL | 420 | 650 | 13500 | 68.4 |
| FU-24 | PC-L | 4A12 | 1 | 4 | Cont. O-470-N | 1 | 240 | 44 | 3 | 42'0" | 31'10" | 9'4" | 294.0 | 19.6 | 1990 | 1490 | 3500 | 1190 | 140-SL | 118-SL | 415 | 750 | 14780 | 74.5 |
| Goodyear GA-22A | PC-L/S | 1A12 | 1 | 3 | Cont. E-225-8 | 1 | 225-2600 | 60½ | 3½ | 37'11" | 29'8½" | 10'2" | 209.0 | 21.5 | 1970 | 1038 | 3000 | 820 | 147-5000 | 145-5000 | 800 | 1050 | 15500 | 66.0 |
| Grumman 159 | P-L | | 2 | 10,12,19 | RR Dart RDa-7/2 | 2 | | | | 78'0" | 64'0" | | | | | | 31000 | | | 350-25000 | 2200 | | | |
| Helio H-391-B | PC-L/S | 1AB | 1 | 3-4 | Lyco GO-435-C2B | 1 | 260-3400 | 60 | 2½ | 39'0" | 30'0" | 8'9⅝" | 231.0 | 20.7 | 1900 | 1100 | 3000 | | 167-8500 | 160-8500 | 700 | 1250 | 23000 | 82.0 |
| Lockheed 188A | P-L | | 3 | 66-99 | All 501-D13 | 4 | 15000-13820 | 5360 | 26 | 99'0" | 104'6½" | 32'9¾" | 1300.0 | | 55993 | 57007 | 113000 | 27000 | 437 | 405-22000 | 2800 | 2150 | 32000 | 4250.0 |
| 1649A | P-L | | 5 | 46-87 | Wr R3350-988TC18EA2 | 4 | 13800 | 9600 | 254 | 150'0" | 116'1¾" | 23'4⅛" | 1850.0 | 105.0 | 85269 | 70731 | 156000 | 21243 | 347-22600 | 337-20000 | 4929 | 1080 | 29700 | 2950.0 |
| 1049G | P-L | | 5 | 47-89 | Wr R3350-988TC18EA3 | 4 | 13000 | 6550 | 237 | 123'0" | 113'7" | 24'9" | 1650.0 | 99.6 | 73910 | 63590 | 137500 | 22604 | 336-22600 | 328-20000 | 3409 | 1165 | 28100 | 2950.0 |
| 1049H | PC-L | | 5 | 94-100 | Wr R3350-988TC18EA3 | 4 | 13000 | 6550 | 237 | 123'0" | 113'7" | 24'9" | 1650.0 | 99.6 | 69326 | 68174 | 137500 | 40308 | 326-22600 | 319-20000 | 3403 | 1165 | 28100 | 2950.0 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 329 | PC-L | | 2 | 10 | GE | J-85[3] | 4 | | 1640 | | 53'8" | 58'10" | 20'6" | 523.0 | 24.4 | 14915 | 13345 | 28260 | 2100 | 600-45000 | 525-45000 | 1710 | 4000 | 45000 | 2000.0 |
| | 329 | PC-L | | 2 | 10 | Wr | TJ37A1 | 2 | | 1640 | | 53'8" | 58'10" | 20'6" | 523.0 | 24.4 | 15139 | 13681 | 28820 | 2100 | 600-45000 | 525-45000 | 1710 | 4000 | 45000 | 2000.0 |
| Piper | PA-18-95 | P-L | 1A2 | 1 | 1 | Cont | C-90 | 1 | 90-2475 | 18 | 1¼ | 35'3" | 22'4" | 6'8" | 178.5 | 18.8 | 800 | 700 | 1500 | 400 | 112-SL | 100-SL | 360 | 710 | 15750 | 30.0 |
| | PA-18-150 | P-L | 1A2 | 1 | 1 | Lyco | O-320 | 1 | 150-2700 | 36 | 2 | 35'3" | 22'6" | 6'7" | 178.5 | 18.8 | 930 | 740 | 1750 | 505 | 128-SL | 113-SL | 500 | 1050 | 20500 | 46.2 |
| | PA-23 | P-L | 1A10 | 1 | 3 | Lyco | O-320 | 2 | 300-2700 | 72 | 4 | 37'0" | 27'1" | 9'5" | 204.0 | 16.7 | 2160 | 1340 | 3500 | 835 | 182-SL | 167-SL | 720 | 1350 | 21000 | 96.0 |
| | PA-22-150 | P-LS | 1A6 | 1 | 3 | Lyco | O-320 | 1 | 150-2700 | 36 | 2 | 29'3" | 20'6" | 8'4" | 147.5 | 13.2 | 1100 | 900 | 2000 | 485 | 139-SL | 123-SL | 570 | 620 | 15000 | 46.2 |
| | PA-18-150 | AU-L | 1A2 | 1 | N | Lyco | O-320 | 1 | 150-2700 | 36 | 2 | 35'3" | 22'6" | 6'7" | 178.5 | 18.8 | 1060 | 1060 | 2070 | 1010 | 105-SL | 90-SL | 360 | 760 | 17000 | 46.2 |
| | PA-22-160 | P-L | 1A6 | 1 | 4 | Lyco | O-320B | 1 | 160-2700 | 36 | 2 | 29'4" | 20'8" | 8'4" | 147.5 | 13.2 | 1110 | 890 | 2000 | | 141-SL | 134-7000 | 536 | 800 | 16500 | |
| | PA-23 | P-L | 1A10 | 1 | 4-5 | Lyco | O-320B | 2 | 320-2700 | 72 | 4 | 37'0" | 27'2" | 9'6" | 204.0 | 16.7 | 2230 | | 3800 | | 183- | 171-7000 | 940 | 1260 | 17000 | |
| | PA-24 | P-L | 1A15 | 1 | 4 | Lyco | O-360-A1A | 1 | 180-2700 | 50 | 2 | 36'0" | 24'9" | 7'4" | 178.0 | 14.1 | 1475 | 1075 | 2550 | 760 | 167-SL | 160-8000 | 1100 | 910 | 18500 | |
| Stits | SA-9A | P-L | Pend | 1 | 1 | Cont | C90-12 | 1 | 95-2625 | 24 | 1¼ | 28'4" | 18'7" | 6'6" | 125.0 | 6.0 | 696 | 554 | 1250 | 230 | 150-10000 | 135-10000 | 540 | 900 | 16000 | 27.0 |
| Taylorcraft | 400 | PC-L | 3A3 | 1 | 3 | Cont | O-470-J | 1 | 225-2550 | 66 | 3 | 34'8" | 24'4" | 7'1½" | 178.5 | 14.4 | 1750 | 1290 | 3040 | 703 | 160- | 150-7500 | 750 | 900 | 15000 | 84.0 |
| | 500 | PC-L | 3A3 | 1 | 4 | Cont | O-470-J | 1 | 225-2550 | 66 | 3 | 34'8" | 24'4" | 7'1½" | 178.5 | 14.4 | 1800 | 1240 | 3040 | 653 | 160- | 150-7500 | 750 | 900 | 15000 | 84.0 |
| | Seabird | PC-S | 3A3 | 1 | 3 | Cont | O-470-J | 1 | 225-2550 | 66 | 3 | 34'8" | 24'4" | 7'1½" | 178.5 | 14.4 | 2010 | 1030 | 3040 | 443 | 140- | 130-7500 | 650 | 700 | 15000 | 84.0 |
| | Topper | DS-L | 3A3 | 1 | N | Cont | O-470-J | 1 | 225-2550 | 44 | 3 | 34'8" | 24'4" | 7'1½" | 178.5 | 14.4 | 1990 | 1777 | 3767 | 1190 | 120- | 110-SL | 380 | 600 | 15000 | 84.0 |
| Transland | Ag-2 | AF-L | | 1 | 1 | P&W | R-1340 | 1 | 600-2250 | 125 | 2½ | 42'0" | 28'5" | 9'8" | 321.0 | 44.8 | 3382 | 2618 | 6000 | 2000 | 141-SL | 126-SL | | 950 | 16000 | |
| Trecker | P-136-L2 | PCU-LS | 813 | 1-2 | 4-5 | Lyco | 650-480-A1A6 | 2 | 680-3400 | 192 | 8 | 44'5" | 35'6" | 13'0" | 270.0 | 21.3 | 4630 | 1984 | 6614 | | 208-11000 | 180-10000 | 994 | 1279 | 25400 | |
| | P-166 | PEU-L | | 1-2 | 6-8 | Lyco | GSO-480-A1A6 | 2 | 680-3400 | 254 | 8 | | | | | | | | 7350 | | | | | | | |
| **BELGIUM** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aviens Fairey | Tipsy Junior | P-L | | 1 | N | Cont | A-65 | 1 | 65-2300 | 11¾ | ⅞ | 23'1" | 18'9¾" | 4'5" | 114.0 | 13.8 | 472 | 300 | 772 | | 108-SL | 87-SL | 326 | 787 | 14800 | 19.0 |
| | Tipsy Belfair | P-L | | 1 | 1 | WM | 11 | 1 | 62-2800 | 16 | 2 | 31'0" | 21'7" | 5'6" | 129.0 | 13.6 | 606 | 496 | 1102 | | 115-SL | 93-SL | 455 | 492 | 16400 | 19.0 |
| **CANADA** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| de Havilland | Beaver DHC-2 | PC-LS | | 1 | 6-7 | P&W | R-985-AN6B | 1 | 450-2300 | 95 | 6¼ | 48'0" | 30'4" | 9'0" | 250.0 | 24.6 | 2960 | 2140 | 5100 | 1722 | 183-5000 | 143-5000 | 650 | 1020 | 18000 | 115.0 |
| | Otter DHC-3 | PC-LS | | 1 | 10-14 | P&W | R-1340-S1H1-G | 1 | 600-2250 | 218 | 10¾ | 58'0" | 41'10" | 12'7" | 375.0 | 26.3 | 4371 | 3629 | 8000 | 2937 | 160-5000 | 139-5000 | 1008 | 1000 | 19000 | 160.0 |
| **FRANCE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aubert | PA-204 | PC-L | | 1 | 3 | Lyco | | 1 | 150- | | | 32'10" | 24'8" | | 139.9 | | | 838 | 2757 | | 158- | 143- | 1160 | 885 | 14764 | |
| | PA-204 | PC-L | | 1 | 3 | Lyco | | 1 | 180- | | | 32'10" | 24'8" | | 139.9 | | | 838 | 2757 | | 168- | 152- | 1120 | 984 | 16404 | |
| Breguet | 765 | PC-L | | | 126-164 | P&W | CB-16, CB-17 | 4 | | | | 141'0" | 95'0" | 33'6" | | | | | 122000 | | | 250- | 2500 | | | | |
| | 940 | PC-L | | | 21 | Tur | | 4 | | | | 58'4" | 40'0" | | | | | | 14300 | | | 240- | | | | | |
| Holste | MH-1521 | PC-L | | 1 | 5 | P&W | R-985 | 1 | 450- | | | 45'0" | 28'2" | | 274.0 | | 3373 | | 5511 | | 224- | 168- | 747 | | | |
| Hurel-Dubois | HD-321 | PC-L | | | 48 | Wr | 1820-C9-HE | 2 | | | | 148'0" | 76'6" | 28'11" | | | | | | | | 177- | | | | |
| Morane-Saulnier | MS-733 | T-L | | 1 | 2 | Pot | 6D | 1 | 230- | 630 | 4 | 37'0" | 30'7" | 11'4" | 236.0 | | 2830 | | 3856 | | 162-SL | 143- | | | | |
| S. N. C. A. N. | Nord 2501 | PC-L | | | | Br | Hercules | 2 | 4180- | | | 106'7½" | 72'1½" | 19'8½" | 1088.9 | | 29424 | | 47850 | | 256- | 199-10000 | | 1073 | 22100 | |
| | Nord 2502, 2506 | PC-L | | | | Tur | Marbore | 2 | | | | 106'7½" | 72'1½" | 19'8½" | 1088.9 | | 29424 | | 47850 | | 256- | 199-10000 | | 1073 | 22100 | |
| | Nord 2503 | PC-L | | | | P&W | CB-17 | 2 | | | | 106'7½" | 72'1½" | 19'8½" | 1088.9 | | 29424 | | 47850 | | 256- | 199-10000 | | 1073 | 22100 | |
| Sud Aviation | SE-210 | PC-L | | 2-3 | 64-80 | RR | Avon RA-29 | 2 | 22000[1]- | 4890 | | 112'6½" | 104'10" | 28'6" | 1579.0 | | 51800 | 43000 | 94800 | 19800 | | 492-39300 | 1900 | 406 | | |
| | SE-3130 | H | | 1 | 4 | Tur | Artouste II | 1 | 360-34000 | | | 33'6" | 31'10" | 9'0" | | | 1874 | 1426 | 3300 | 1047 | 113-SL | 106- | 375 | 1180 | 15100 | |
| | SO-1221 | H | | 1 | 1 | Tur | Palouste IV | 1 | 250-34000 | 66 | 2 | 36'0" | 17'5" | 8'5" | 1022.0 | | 794 | 882 | 1680 | | 81-SL | 62-SL | 112 | 500 | 14000 | 198.0 |
| **GREAT BRITAIN** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auster | Aiglet | P-L | | 1 | 2 | DH | Gypsy Major Mk-1 | 1 | 130-2350 | 18 | 4 | 36'0" | 23'8" | 8'5" | 184.5 | 18.0 | 1215 | 785 | 2000 | | 126-1000 | 105-1000 | 245 | 710 | 15000 | 46.8 |
| | Autocar | P-L | | 1 | 3 | DH | Gypsy Major Mk-1 | 1 | 130-2350 | 38 | 4 | 36'0" | 23'2" | 8'3" | 184.5 | 18.0 | 1413 | 987 | 2400 | 570 | 117-1000 | 100-1000 | 500 | 525 | 11000 | 46.8 |
| | J-5-F | TP-L | | 2 | 2 | DH | Gypsy Major 1 | 1 | 130-2350 | 19 | 3½ | 32'0" | 22'2" | | 169.5 | 7.9 | 1323 | 877 | 2200 | | 132-1000 | 112-1000 | 270 | 1200 | 16000 | |
| | 14-S-J-5-P | P-L | | 1 | 3 | DH | Gypsy Major 10 | 1 | 145- | 38 | 4 | 36'0" | 23'2" | 8'5" | 189.5 | 18.0 | | 650 | | | 125-1000 | 111-1000 | 425 | 620 | 13500 | |
| | Agricola | A-L | | 1 | 2 | Cont | O-470-M2 | 1 | 240- | 29 | 3 | 42'0" | 28'1" | 8'4" | 254.7 | 40.2 | 2250 | 1775 | 3675 | 1400 | 127-1000 | 101-1000 | 218 | 610 | 10500 | |
| | J-5-R | P-L | | 1 | 1 | DH | Gypsy Major 10 | 1 | 145- | 38 | 4 | 36'0" | 25'2" | 6'6" | 184.5 | 18.0 | | | 2250 | | 128-1000 | 112-1000 | 460 | 1025 | 22000 | 52.0 |
| Blackburn | Universal | PC-L | | 2-4 | 200[2] | Br | Centaurus 873 | 4 | 12600-2800 | 4300 | 140 | 162'0" | 99'5" | 38'9" | 2916.0 | 168.0 | 81740 | 61260 | 143000 | 50000 | 242-3800 | 230-6000 | 1730 | 760 | 15750 | 2800.0 |
| Bristol | 300 | P-L | | 9 | 101 | Br | Proteus 755 | 4 | 16480- | 8036 | 53 | 142'3½" | 124'4" | 36'8" | 2075.0 | 140.0 | 85000 | 70000 | 160000 | 30000 | 406- | 357- | 3807 | 1720 | 32000 | 4700.0 |
| | 310 | P-L | | 9 | 93 | Br | Proteus 755 | 4 | 16480- | 10190 | 53 | 142'3½" | 124'4" | 36'8" | 2075.0 | 140.0 | 83250 | 86750 | 175000 | 28000 | 403- | 357- | 4758 | 1500 | 31000 | 4800.0 |
| | 171 Mk-4 | H | | 1 | 4-5 | Av | Leonides | 1 | 525- | 89 | 6 | 48'7" | 46'2" | 14'7" | 1860.0 | | 3983 | 1417 | 5400 | | 126- | 90- | 368 | 1300 | 15500 | 158.0 |
| de Havilland | Heron Series 2 | PE-L | | 1-2 | 8-17 | DH | Gypsy Queen 30 Mk-2 | 4 | 1000-2500 | 495 | 18½ | 71'6" | 48'6" | 15'7" | 499.0 | | 8284 | | 13500 | 3223 | | 183-8000 | 680 | 930 | 18000 | |
| | Comet 2 | P-L | | 4 | 44 | RR | Avon | 4 | 29400[1]- | 8408 | | 115'0" | 96'0" | 28'4½" | 2036.0 | | | | 120000 | 13000 | | 480-40000 | 2300 | | | |
| | Dove Series 5 and 6 | PE-L | | 1-2 | 6-11 | DH | Gypsy Queen 70 Mk-2 | 2 | 760-3000 | 202 | 11¼ | 57'0" | 39'3" | 13'4" | 335.0 | | 5678 | | 8800 | 1703 | | 179-8000 | 565 | 920 | 20000 | |
| | Comet 4 DH-106 | P-L | | 4 | 58-76 | RR | Avon RA-29 | 4 | 42000[1]- | 10632 | | 115'0" | 111'6" | 28'6" | 2121.0 | | | | 152500 | 19300 | | 500-40000 | 2945 | | | |
| | Comet 4B | P-L | | 3-5 | 84 | RR | Avon RA-29 | 4 | 42000[1]-8000 | 9468 | 42 | 107'10" | 118'0" | 28'5" | 2059.0 | 121.0 | 75000 | | 152500 | 20000 | | 532-23500 | 2510 | 3000 | | 10300.0 |
| | Comet 4C | P-L | | 3-5 | 84-99 | RR | 29 | 4 | 42000[1]- | 10850 | | 115'0" | 118'0" | 28'6" | 2121.0 | 120.0 | 75000 | | 156000 | | | 510-33000 | 2475 | | | |
| Fairey | Ultralight | H | | 1 | 1 | Bl | Palouste | 1 | | | | 28'3½" | 15'0" | 8'2" | | | 985 | 820 | 1800 | 700 | 105-1000 | 98-1000 | 90 | 1350 | 16000 | |
| | Rotodyne | H | | 3 | 40-48 | Nap | Eland NEI-7 | 2 | 7000-12500 | | | 46'6" | 58'8" | 22'2" | 475.0 | | 23400 | 15600 | 39000 | 12000 | | 185-3000] | 400 | 1670 | 12000 | 2100.0 |

For abbreviations and references see page 250

*For Directory of the Aircraft Manufacturers listed above, see Table of Contents*

# U. S. AND FOREIGN CIVIL AIRCRAFT—*concluded*



| MAKE AND MODEL | Type | A. T. C. Number | Number of Crew | Number of Seated Passengers | ENGINE: Make and Model | ENGINE: Number Used | ENGINE: Total Take-off Hp. at Specified RPM | Fuel Capacity (Gal.) | Oil Capacity (Gal.) | DIMENSIONS (Ft. & In.): Span | Overall Length | Height (Taxi Position) | Wing Area (Gross) Sq. Ft. | Aileron Area (Sq. Ft.) | WEIGHTS (Lb.): Empty | Useful Load | Gross | Pay Load | PERFORMANCE: Maximum Speed at Altitude | Cruising Speed at Altitude | Range in Miles at Cruising Speed | Initial Climb (Ft. per Min.) | Service Ceiling with Normal Load (Ft.) | Fuel Consumption at Cruising Speed (Lb. per Hr.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **GREAT BRITAIN—*continued*** | | | | | | | | | | | | | | | | | | | | | | | | |
| Handley-Page Herald | PC-L | | 2 | 36-44 | Av Leonides Major | 4 | 3480-3000 | 1000 | 40 | 95'0" | 70'3" | 22'4" | 886.0 | 60.0 | 23200 | 11014 | 37500 | 10100 | 224-15000 | 182-10000 | 1819 | 1375 | 19900 | 734.0 |
| HPR-7 | PC-L | | 2 | 36-44 | RR Dart RDA-7-527 | 2 | 3820[4] | 1205 | 6 | 95'0" | 71'11" | 22'6" | 886.0 | 60.0 | 21422 | 10160 | 37000 | 10160 | 288-20000 | 278-17600 | 1430 | 1580 | 29500 | 1528.0 |
| Hunting Percival President | PCS-L | | 1-2 | 8-12 | Av Leonides 514 | 2 | 1100-3000 | 286 | 16¾ | 64'6" | 46'4" | 16'1" | 400.0 | 50.2 | | | 13500 | | 220-1800 | 167-8000 | 1110 | | 24000 | 242.0 |
| Provost | T-L | | 2 | N | Av Leonides Mk-2500 | 1 | 550- | 72 | 6 | 35'2" | 29'0" | 8'10" | | | | | 4250 | | 200-2500 | 177-11500 | 633 | 2100 | 22500 | |
| Saunders-Roe Skeeter Mk-12 | H | | 2 | | DH Gypsy Major 215 | 1 | 215-2850 | 23 | 3 | 32'0" | 28'5" | 10'2" | | | 1656 | 410 | 2300 | | 101- | 99- | 235 | 1150 | 12800 | |
| Scottish-Aviation Pioneer | PC-L | | 1 | 4-5 | Av Leonides 502/4 | 1 | 540-3000 | 120 | 4½ | 49'9" | 34'4" | 10'1" | 390.0 | 32.5 | 4013 | 1787 | 5800 | 1145 | 145-1500 | 120-5000 | 427 | 1148 | 23000 | 115.0 |
| Twin Pioneer | PC-L | | 1 | 16 | Av Leonides 514/8 | 2 | 1080-3000 | 298 | 30 | 76'6" | 45'1" | 11'7" | 670.0 | 44.0 | 9108 | 4392 | 13500 | 3008 | 165-1500 | 130-5000 | 812 | 900 | 19000 | 266.0 |
| Twin Pioneer | PC-L | | 1 | 16 | P&W 1340-S1H1-G | 2 | 600-2250 | | | 76'6" | 45'1" | 11'7" | 670.0 | 44.0 | | | | | | | | | | |
| Vickers-Armstrong 700-D | PC-L | N | 2 | 40-59 | RR Dart 510 | 4 | 6400[5]-14500 | 2360 | 19½ | 94'0" | 81'10" | 26'9" | 963.0 | 94.8 | 37000 | 25000 | 63000 | 12000 | 331-20000 | 320-20000 | 2120 | 1500 | 30000 | 2480.0 |
| 800 | PC-L | N | 2 | 53-70 | RR Dart 510 | 4 | 6400[5]-14500 | 2330 | 19½ | 94'0" | 85'0" | 26'9" | 963.0 | 94.8 | 39900 | 23000 | 64500 | 13400 | 326-20000 | 316-20000 | 1950 | 1500 | 30000 | 2480.0 |
| 810 | PC-L | N | 2 | 52-56 | RR Dart 525-R-Da-7 | 4 | 7200-15000 | 2282 | 19½ | 94'0" | 85'8" | 26'9" | 963.0 | 94.8 | 40504 | 26700 | 67500 | 13500 | 366-20000 | 356-20000 | 1835 | 1650 | 30000 | 3040.0 |
| 840 | P-L | N | 2 | 52-56 | RR Dart R-Da-11-Mk-541 | 4 | 8400-15000 | 2282 | 19½ | 93'11" | 85'8" | 26'9" | 963.0 | 94.8 | 41373 | 27627 | 69000 | 13050 | 410-20000 | 394-20000 | 1730 | 1820 | 30000 | 3620.0 |
| 950 | P-L | | 2-3 | 86-129 | RR Tyne | 4 | 19540-15250 | 6125 | 27½ | 118'0" | 122'10½" | 34'11" | 1529.0 | 122.0 | 74000 | 67000 | 141000 | 25000 | 425-20000 | 410-20000 | 3110 | 1700 | 30000 | 5160.0 |
| Westland Whirlwind | H | | 2 | 8-10 | P&W R-1340 | 1 | 600-2250 | 145 | 6 | 53'0" | 42'2" | 15'3" | | | 4990 | 2510 | 7500 | 1260 | 110-SL | 85-5000 | 282 | 760 | 7000 | 314.0 |
| Widgeon | H | | 1 | 4 | Av Leonides 521/1 | 1 | 530-3000 | 83 | 6 | 49'0" | 41'3" | 12'11" | | | 4322 | 1578 | 5900 | 748 | 103-SL | 80-SL | 300 | 970 | 10500 | 159.0 |
| Whirlwind | H | | 2 | 10 | Av Leonides 521/1 | 1 | 750- | 175 | 8 | 53'0" | 42'0" | 15'5¾" | | | 5336 | 2464 | 7800 | 1154 | 110- | 87- | 314 | 1100 | 10500 | 280.0 |
| Westminster | H | | 2 | 39-43 | Nap Eland NEI-5 | 2 | 6000- | 1110 | | 72'0" | 86'9" | 19'10" | | | 20000 | 13000 | 33000 | | | 150-SL | 500 | 2000 | | |
| **ITALY** | | | | | | | | | | | | | | | | | | | | | | | | |
| Aer Macchi MB-308 | P-L | | 1 | 1 | Cont C-85 | 1 | 85-2575 | 21 | 1 | 32'9½" | 21'5" | 7'2" | 147.6 | 11.8 | 902 | 528 | 1430 | 528 | 106-SL | 89-SL | 470 | 630 | 14250 | 28.6 |
| MB-308 | P-L | | 1 | 1 | Cont C-90 | 1 | 90-2475 | 21 | 1 | 32'9½" | 21'5" | 7'2" | 147.6 | 11.8 | 902 | 528 | 1430 | 528 | 110-SL | 92-SL | 445 | | | 30.0 |
| MB-308-1 | P-S | | 1 | 1 | Cont C-90 | 1 | 90-2475 | 21 | 1 | 32'9½" | 21'8½" | 8'9" | 147.6 | 11.8 | 1035 | 484 | 1519 | 484 | 105-SL | 89-SL | 435 | | | |
| MB-308-G | P-L | | 1 | 2 | Cont C-90 | 1 | 90-2475 | 23¾ | 1 | 32'9½" | 21'5" | 7'2" | 147.6 | 11.8 | 946 | 638 | 1584 | 638 | 108-SL | 90-SL | 335 | | | 32.7 |
| MB-320 | PC-L | | 1 | 5 | Cont E-185 | 2 | 410-2600 | 93 | 8 | 42'7½" | 28'5" | 10'6" | 227.1 | 16.2 | 3652 | 904 | 5500 | 944 | 162-SL | 136-6500 | 810 | 925 | 14750 | 116.0 |
| MB-320 | PC-L | | 1 | 5 | Cont E-225 | 2 | 450-2600 | 93 | 8 | 42'7½" | 28'5" | 10'6" | 227.1 | 16.2 | 3652 | 904 | 5500 | 944 | 169-SL | 143-6500 | 760 | 1220 | 17900 | 120.0 |
| Nardi FN-333 | P-LS | | 1 | 1-3 | Cont O-470-H | 1 | 240-2600 | 53 | 3 | 32'10" | 23'11½" | 10'6" | 161.4 | 10.7 | 1896 | 1079 | 2975 | 771 | 180-SL | 165-8000 | 560 | 1278 | 8000 | |
| Piaggio P-148 | P-L | | 1 | 2 | Lyco O-435-A | 1 | 190-2550 | 45 | 3 | 36'5" | 27'7" | 7'10" | 200.0 | 16.4 | 1950 | 875 | 2825 | | 146-SL | 124-6500 | 450 | 845 | 14400 | 58.5 |
| P-148-MT | T-L | | 1 | 1 | Lyco O-435-A | 1 | 190-2550 | 45 | 3 | 36'5" | 27'7" | 7'10" | 200.0 | 16.4 | 1931 | 715 | 2646 | | 147-SL | 127-3000 | 570 | 900 | 18000 | 58.5 |
| P-136-L-1 | PC-LS | 813 | 1 | 4 | Lyco GO-480-B | 2 | 540-3400 | 190 | 6 | 44'4½" | 35'6" | 12'7" | 270.0 | 25.0 | 4400 | 1600 | 6000 | 935 | 184-SL | 182-8000 | 990 | 1180 | 18500 | 216.0 |
| P-136-L-2 | PC-LS | Pend | 1 | 4 | Lyco GSO-480-A1A | 2 | 680-3400 | 190 | 7½ | 44'4½" | 35'6" | 12'7" | 270.0 | 25.0 | 4670 | 1944 | 6614 | 935 | 210-12000 | 190-13500 | 935 | 1280 | 25500 | 230.0 |
| P-149-D | PC-L | | 1 | 3-4 | Lyco GO-480-B | 1 | 270-3400 | 63 | 3 | 36'6" | 28'2" | 9'7" | 203.0 | 16.4 | 2550 | 1150 | 3700 | 700 | 190-SL | 165-7500 | 620 | 1100 | 16500 | 108.0 |
| **SPAIN** | | | | | | | | | | | | | | | | | | | | | | | | |
| C. A. S. A. 201 | P-L | | 3 | 10 | Av Leonides 503/7 Mk-127 | 2 | 1080-3000 | 317 | 20 | 60'4" | 45'3" | 13'0" | 450.0 | | 8590 | 3527 | 12125 | 1973 | 221-7218 | 190-9843 | 1305 | 1083 | 25600 | 195.0 |
| 202 | P-L | | 3 | 14 | En Beta B-IV | 2 | 1550-2200 | 565 | 25 | 70'10" | 52'6" | 19'11" | 618.0 | | 11574 | 6505 | 18078 | 1840 | 230-9317 | 205-9843 | 1067 | 1024 | 24000 | 600.0 |
| 207 | P-L | | 4 | 30 | Br Hercules 730 | 2 | 4080-2800 | 1236 | 36¼ | 91'2" | 68'5" | 25'5" | 924.0 | | 21660 | 12840 | 34500 | 6415 | 285-6000 | 236-9840 | 2425 | 1398 | 28200 | 800.0 |
| **SWEDEN** | | | | | | | | | | | | | | | | | | | | | | | | |
| SAAB 91-B | TP-L | | 1 | 2 | Lyco O-435-A | 1 | 190-2550 | 46 | 3 | 34'9" | 26'0" | 7'2" | 146.0 | | 1580 | 990 | 2570 | | 170-SL | 169-5000 | 700 | 880 | 19200 | 54.0 |
| 91-C | TP-L | | 1 | 3 | Lyco O-435-A | 1 | 190-2550 | 42 | 3 | 34'9" | 26'0" | 7'2" | 146.0 | | 1625 | 1060 | 2685 | | 169-SL | 168-5000 | 630 | 840 | 17800 | 54.0 |

**ABBREVIATIONS**

1—Pounds of thrust.
2—Plus.
3—Or Fairchild, J-83.
4—Plus 1,004 lb. thrust.
5—Plus 1,460 lb. thrust.
**AF-L**—Agriculture or forestry, land.
**A-L**—Agriculture, land.
**All**—Allison, Div.
**AU-L**—Agriculture or utility, land.
**Av**—Alvis, Ltd.
**Bl**—Blackburn and General Aircraft, Ltd.
**Br**—Bristol Aeroplane Co.
**C-L**—Cargo, land.
**Cont**—Continental Motors Corp.
**DH**—de Havilland Aircraft Co., Ltd.
**DS-L**—Duster or sprayer, land.
**En**—Enmass.
**ET-L**—Executive transport, land.
**ET-LS**—Executive transport, land or sea.
**GE**—General Electric Corp.
**H**—Helicopter.
**Kle**—Kiekhaefer Corp.
**Lyco**—Lycoming-Spencer Div.
**N**—No or none.
**Nap**—Napier.
**PC-L**—Passenger or cargo, land.
**PC-LS**—Passenger or cargo, land or sea.
**PC-S**—Passenger or cargo, sea.
**LCS-L**—Passenger, cargo or survey, land.
**PCU-LS**—Passenger, cargo or utility; land or sea.
**PE-L**—Passenger or executive, land.
**Pend**—Pending.
**PEU-L**—Passenger, executive or utility; land.
**P-L**—Passenger, land.
**P-LS**—Passenger, land or sea.
**Pot**—Potez.
**P-S**—Passenger, sea.
**P&W**—Pratt and Whitney Aircraft Div.
**RR**—Rolls Royce, Ltd.
**SL**—Sea level.
**T-L**—Trainer, land.
**TP-L**—Trainer or passenger, land.
**Tur**—Turbomeca.
**WM**—Walter Mikron.
**Wr**—Wright Aeronautical Corp.

***For Directory of the Aircraft Manufacturers listed above, see Table of Contents***

# 1958 / U.S. ROTARY WING AIRCRAFT

| MAKE AND MODEL | GENERAL | | | | | ENGINE | | | MAIN ROTOR | | | | | | | ANTI-TORQUE ROTOR | | | | | WEIGHTS (Lb.) | | | PERFORMANCE | | | | | | LANDING GEAR | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A. T. C. Number | Number of Seats | Fuel Capacity (Gal.) | Octane Number Recommended | Oil Capacity (Gal.) | Make and Model | Number Used | Rated Hp. at Specified R. P. M. | Number Used | Location | Blades per Rotor | Diameter of Rotor (Ft. In.) | Blade Area (Sq. Ft.) | Type (if more than one used) | Rotor R. P. M. at Cruising Speed | Disc Area (Sq. Ft.) | Number of Blades | Rotor Diameter (Ft. In.) | Blade Area (Sq. Ft.) | Rotor R. P. M. at Cruising Speed | Disc Area (Sq. Ft.) | Gross (Normal Load) | Empty | Useful Load | Max. Speed at Altitude | Cruising Speed at Altitude | Fuel Consumption Cruising Speed (Lb. hr.) | Range (Miles) at Cruising Speed | Rate of Climb: Maximum (Ft./min.) | Rate of Climb: Vertical (Ft./min.) | Service Ceiling—Normal Load | Type | Tread—Main Gear |
| Bell 47G (H-13G) (HTL-6) | | 3 | 43 | 91 | 2 | Frank 6V4-200-C32 | 1 | 200 | 1 | C | 2 | 35′1″ | 35.4 | | 340 | 969 | 2 | 5′8″ | 2.4 | 1550 | 25.6 | 2350 | 1435 | 915 | 100-SL | 78-SL | 72 | 212 | 800 | 400 | 8600 | S | 7′6″ |
| 47G-2 (H-13H) | | 3 | 43 | 87 | 2 | Lyco VO-435 | 1 | 200 | 1 | C | 2 | 35′1″ | 35.4 | | 340 | 969 | 2 | 5′8″ | 2.4 | 1550 | 25.6 | 2450 | 1564 | 888 | 100-SL | 80-SL | | 238 | 805 | | 15700 | S | 7′6″ |
| 47H | | 3 | 35 | 91 | 2 | Frank 6V4-200-C32 | 1 | 200 | 1 | C | 2 | 35′1″ | 35.4 | | 340 | 969 | 2 | 5′8″ | 2.4 | 1550 | 25.6 | 2350 | 1502 | 848 | 100-SL | 76-SL | 72 | 211 | 820 | | 9900 | S | 7′6″ |
| 47J (HUL-1) (H-13J) | | 4 | 35 | 87 | 3 | Lyco VO-435 | 1 | 220 | 1 | C | 2 | 37′2″ | 34.3 | | 355 | 1085 | 2 | 5′8″ | 2.4 | 1600 | 25.6 | 2565 | 1615 | 950 | 105-SL | 87-SL | | 192 | 810 | | 13560 | S | 7′6″ |
| 61 (HSL-1) | | 4 | 425 | 145 | 28 | P&W R2800-50 | 1 | 1900 | 2 | Tan | 2 | 51′6″ | 138.0 | | | 4166 | | | | | | 16700 | 12700 | 4000 | | | | | | | | Qua | |
| 200 (XV-3) | | 2 | 103 | 91 | 7 | P&W R985 | 1 | 450 | 2 | Tan | 3 | 25′0″ | | | | 982 | | | | | | 4880 | 3610 | 1270 | | | | | | | | S | 4′0″ |
| 204 (YH-40) (HU-1) | | 6 | 125 | | 3 | Lyco LTC1B-1 | 1 | 770-6400 | 1 | C | 2 | 44′0″ | 27.5 | | | 1520 | 2 | 8′6″ | 3.0 | | 56.0 | 5725 | 3771 | 1954 | 142-SL | 115-SL | | | 2100 | 1420 | 15300 | S | 8′4½″ |
| 47K (HTL-7) | | 2 | 35 | 97 | 1½ | Lyco O-435-6 | 1 | 220 | 1 | C | 2 | 37′2″ | 34.3 | | 355 | 1085 | 2 | 5′8″ | 2.4 | 1600 | 25.6 | 2565 | 1835 | 730 | 105-SL | 89-SL | | 192 | 810 | | 13560 | S | 7′6″ |
| Bensen B-7M | | | 6 | 80 | | Nel H-59A | 1 | 42-4000 | | | | 20′0″ | | | 400 | | | | | | | 450 | 185 | 265 | 75-SL | 60-SL | | 120 | 950 | | 12500 | Tri | 5′0″ |
| B-8M | | | 6 | | | McC 4318-B | 1 | 72-4100 | | | | 20′0″ | | | 420 | | | | | | | 500 | 247 | 253 | 85-SL | 60-SL | | 100 | 2000 | | 16500 | Tri | 5′0″ |
| Brantly B-2 | | 2 | 30 | | | | | 2900 | 1 | | 3 | 23′8¼″ | | | | | 2 | 4′3″ | | | | 1600 | 970 | 450 | 100 | 90 | | 270 | 1200 | | | S | 5′8¼″ |
| Cessna CH-1B | 3H10 | 2-4 | 60 | 91 | 3 | Cont FSO-526-A | 1 | 270-3200 | 1 | | 2 | 35′0″ | 37.9 | | 367 | 962 | 2 | 7′0″ | 3.10 | 1636 | 38.5 | 3000 | 2067 | 933 | 124-8000 | 100[1] | 120 | 290 | 1030 | 440 | 16100 | S | 8′4″ |
| YH-41 | 3H10 | 4 | 60 | 91 | 3 | Cont FSO-526-A | 1 | 270-3200 | 1 | | 2 | 35′0″ | 37.9 | | 367 | 962 | 2 | 7′0″ | 3.10 | 1636 | 38.5 | 3000 | 2132 | 868 | 124-8000 | 100[1] | 120 | 290 | 1030 | 440 | 16100 | S | 8′4″ |
| Convertawings A | | 1 | 12 | 80 | ½ | Cont C-90 | 2 | 90 | 4 | Sq | 2 | 19′5″ | 45.2 | Int | 550 | 1182 | N | | | | | 2300 | | | | | | | | | | Tri | ..... |
| Doman LZ5-2 | | 8 | 119 | 100 | 7 | Lyco SO-580-A1B | 1 | 400-3300 | 1 | C | 4 | 48′0″ | 73.6 | | 205 | 1810 | 3 | 10′0″ | 6.2 | 1000 | 78.5 | 5200 | 3250 | 1950 | 104-1500 | 86-1500 | 138 | 330 | 850 | | 10500 | QT | 7′6″ |
| YH-31 | | 8 | 119 | 100 | 7 | Lyco SO-580-A1B | 1 | 400-3300 | 1 | C | 4 | 48′0″ | 73.6 | | 205 | 1810 | 3 | 10′0″ | 6.2 | 1000 | 78.5 | 5200 | 3387 | 1813 | 78-1500 | 78-1500 | 124 | 310 | 850 | | 9100 | QT | 7′6″ |
| D-11 | | 8 | 119 | 100 | 7 | Lyco SO-580-A1B | 1 | 400-3300 | 1 | C | 4 | 48′0″ | 73.6 | | 205 | 1810 | 3 | 10′0″ | 6.2 | 1000 | 78.5 | 5200 | 3136 | 2064 | 104-1500 | 86-1500 | 138 | 330 | 850 | | 10500 | QT | 7′6″ |
| Goodyear CA400R-3 | | | 4 | 80 | ⅛ | OMM RDEH | 1 | 38-5000 | 1 | C | 2 | 20′0″ | 11.6 | | 480 | 314 | 2 | 3′6″ | 1.5 | 2400 | 9.6 | 490 | 290 | 200 | 63-SL | 46-SL | 29 | 35 | | 400 | 8000 | S | 5′0″ |
| Gyrodyne XRON-1 | | 1 | 5 | | | Por 1600 | 1 | 60-4000 | 2 | | 2 | 17′0″ | 14.0 | CA | 640 | 227 | | | | | | 640 | 350 | 290 | 73-SL | 55-SL | 23½ | 65 | 970 | 530 | 10600 | Tri | 5′4″ |
| Hiller 12-C (H-23C) | 6H2 | 3 | 28 | 91 | 2½ | Frank 6V4-200-C33 | 1 | 200-3100 | 1 | C | 2 | 35′0″ | 32.3 | | 338 | 963 | 2 | 5′6″ | 2.3 | 1957 | 23.8 | 2500 | 1737 | 763 | 84-SL | 71-SL | 87 | 104 | 770 | | 9600 | S[2] | 7′6″[3] |
| YH-32 | | 2 | 50 | 72 | N | Hil 8RJ2B | 2 | 804-550 | 1 | C | 2 | 23′0″ | 17.6 | | 530 | 415 | 1 | 2′8″ | .8 | 3550 | 5.5 | 1080 | 544 | 536 | 68-SL | 60-SL | 744 | 26 | 680 | | 6900 | S | 7′0″ |
| H-23D | | 3 | 48 | 91 | 3½ | Lyco VO-435-A1C | 1 | 250-3200 | 1 | C | 2 | 35′5″ | 33.8 | | 356 | 985 | 2 | 5′6″ | 2.7 | 2230 | 23.8 | 2700 | 1780 | 920 | 98-SL | 68-SL | 90 | 186 | 1250 | 590 | 13200 | S | 7′6″ |
| XROE-1 | | 1 | 2½ | 87 | ⅛ | Nel H-59 | 1 | 40-4000 | 1 | C | 2 | 18′6″ | 8.6 | | 541 | 267 | 2 | 3′0″ | .9 | 3250 | 7.1 | 526 | 270 | 257 | 70-SL | 52-SL | 26½ | 27 | 1130 | 680 | 13200 | Tri | 8′4″ |
| Hughes 269A | | 2 | 25 | | | Lyco O-360 | 1 | 160-2700 | 1 | C | 3 | 25′0″ | 21.1 | | 450 | 491 | 2 | 3′4″ | 1.0 | 4138 | 8.7 | 1550 | 890 | 660 | 90 | 75 | 65 | 150 | 1100 | 400 | 11000 | S | 6′0″ |
| Kaman H-43 (HOK-1) | | 5 | 100 | 100 | | P&W R-1340-48 | 1 | 600 | 2 | | 2 | 47′0″ | 122.9 | Int | 240 | 1901 | | | | | | 5800 | 4040 | 1760 | 95-8000 | 65 | | 220 | 1300 | 800 | 18000 | Qua | 8′2″ |
| McDonnell XV-1 | | 4 | 90 | 145 | 6 | Cont R-795-19 | 1 | 525-2600 | 1 | C | 3 | 31′0″ | 68.0 | | 400 | 750 | 4 | 1′3″ | .3 | 0 | 1.2 | 5505 | 4277 | 1228 | 170-SL | 138-SL | 380 | | 1300 | 300 | | S | 4′8″ |
| Omega BS-12 | | 5 | 51½ | 91 | | Frank 6A-335-A | 2 | 210-3100 | 1 | C | 4 | 39′0″ | 49.1 | | 311 | 1195 | 2 | 7′3″ | | 1319 | 41.3 | 4500 | 3150 | 1350 | 103-SL | 88-SL | | 165 | 1160 | 166 | 9600 | Qua | 12′10″ |
| Sikorsky S-55C | 1H4 | 12 | 185 | 80 | 9½ | P&W R-1340 | 1 | 600-2250 | 1 | C | 3 | 53′0″ | | | 194 | 2206 | 2 | 8′8″ | | 1360 | 59.1 | 7200 | 4950 | 2250 | 101 | 86 | 222 | 405 | 780 | 200 | 9800 | Qua | 11′0″ |
| S-58B | 1H11 | 14 | 288 | 145 | 10½ | Wr R-1820-84 | 1 | 1525-2800 | 1 | C | 4 | 56′0″ | | | 224 | 2460 | 4 | 9′4″ | | 1330 | 68.7 | 12700 | 7560 | 5140 | 132-SL | 101 | 508 | 290 | 1175 | 600 | 9600 | Conv | 12′0″ |
| S-56 | | | | | | P&W R-2800 | 2 | 2100-2700 | 1 | C | 5 | 72′0″ | | | | 4080 | 4 | | | | | | | | | | | | | | | Conv | 19′9″ |
| S-55A | Pend | 12 | 185 | 91 | 9½ | Wr 7BA-990C7BA1 | 1 | 800-2600 | 1 | C | 3 | 53′0″ | | | 194 | 2206 | 2 | 8′9″ | | 1360 | 59.1 | 7500 | 5250 | 2250 | 112-SL | 91-SL | 258 | 360 | 1020 | 100 | 10600 | Qua | 11′0″ |
| Vertol H-21B | | 22 | 300 | 100 | | Wr 1820-103 | 1 | 1425-2700 | 2 | Tan | 3 | 44′0″ | | Tan | | | N | | | | | 13500 | 8600 | 4700 | 130-SL | 98-5000 | | 370 | 1100[1] | 900[1] | 10000 | Tri | |
| H-21C | | 22 | 300 | 100 | | Wr 1820-103 | 1 | 1425-2700 | 2 | Tan | 3 | 44′0″ | | Tan | | | N | | | | | 13500 | 8730 | 4570 | 130-SL | 98-5000 | | 370 | 1100[1] | 900[1] | 10000 | Tri | |
| 44 | | 1519 | 300 | 100 | | Wr R-1820-103 | 1 | 1425-2700 | 2 | Tan | 3 | 44′0″ | | Tan | | | | | | | | 14300 | 8980 | 5420 | 127-SL | 102-SL | | 399 | | | 10600 | | |

**ABBREVIATIONS**

1—Plus.
2—Navy model, quadracycle.
3—Navy model, 7′ 8″.
4—Pounds of thrust.

**C**—Center.
**CA**—Co-axial.
**Cont**—Continental Motors Corp.
**Conv**—Conventional.
**Frank**—Franklin (Air-cooled Motors).
**Hil**—Hiller Helicopters.
**Int**—Intermeshing.
**Lyco**—Lycoming-Spencer Div.
**McC**—McCulloch.
**N**—No or none.
**Nel**—Nelson.
**OMM**—Outboard Marine and Mfg.
**Pend**—Pending.
**Por**—Porsche.
**P&W**—Pratt and Whitney Aircraft Div.
**QT**—Quadracycle and tail skid.
**Qua**—Quadracycle.
**S**—Skid.
**SL**—Sea level.
**Sq**—Square.
**Tan**—Tandem.
**Tri**—Tricycle.
**Wr**—Curtiss-Wright.

*For Directory of the Aircraft Manufacturers listed above, see Table of Contents*

## RECIPROCATING TYPE

| ENGINE MAKE AND MODEL | A. T. C. Number | GENERAL DATA | | | | | | | | | | | RATINGS | | | | | | | | Propeller Drive Ratio (lb — 1) | Weight (Lb.) | | Carburetor | | Ignition System — Make | Starting | | Installation Dimensions (Overall — Ins.) | | | Height above Engine Bed | Diameter Mounting Ring or Distance Between Bearers |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | No. of Valves per Cylinder | | | Maximum (Except Take-off) | | | Take-off | | Cruising | | | | | | | | | | | | | | | |
| | | Arrangement | Cooling Medium | Number of Cylinders Bore and Stroke (In.) | Total Piston Displacement (Cu. In.) | Compression Ratio (to — 1) | B.M.E.P. at Maximum Hp. (Lb. per Sq. In.) | Blower Ratio | Cylinder Material | Intake | Exhaust | Valve Arrangement | Horsepower | R. P. M. | At Sea Level or Altitude (Ft.) | Horsepower | R. P. M. | Horsepower | R. P. M. | Octane Rating of Fuel Required | | | Engine Dry — Without Hub or Starter | Per Maximum Hp. (Except Take-off) | Number Used and Make | Type | | Make | Method | Length | Height or O. D. | Width | | |
| Continental | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A-65-8F | 205 | Hor | Air | 4-3⅞x3⅝ | 171.0 | 6.30 | 131 | N | SA | 1 | 1 | In | 65 | 2300 | SL | 65 | 2300 | | | 80 87 | D | 168 | 2.58 | 1-Str | FL | Eis | N | | 31.00 | 23.30 | 31.50 | | |
| A-65-12F | 205 | Hor | Air | 4-3⅞x3⅝ | 171.0 | 6.30 | 131 | N | SA | 1 | 1 | In | 65 | 2300 | SL | 65 | 2300 | | | 80 87 | D | 176 | 2.71 | 1-Str | FL | Eis | DR | EM | 32.00 | 23.30 | 31.50 | | |
| C-85-8F | 233 | Hor | Air | 4-4⅛x3⅝ | 188.0 | 6.30 | 139 | N | SA | 1 | 1 | In | 85 | 2575 | SL | 85 | 2575 | | | 80 87 | D | 176 | 2.07 | 1-Str | FL | Scin | N | | 31.00 | 24.20 | 31.50 | | |
| C-85-12F | 233 | Hor | Air | 4-4⅛x3⅝ | 188.0 | 6.30 | 139 | N | SA | 1 | 1 | In | 85 | 2575 | SL | 85 | 2575 | | | 80 87 | D | 184 | 2.16 | 1-Str | FL | Scin | DR | EM | 32.00 | 24.20 | 31.50 | | |
| C-90-8F | 252 | Hor | Air | 4-4⅛x3⅞ | 200.9 | 7.00 | 143 | N | SA | 1 | 1 | In | 90 | 2475 | SL | 90 | 2475 | | | 80 87 | D | 184 | 2.04 | 1-Str | FL | Scin | N | | 31.00 | 24.20 | 31.50 | | |
| C-90-12F | 252 | Hor | Air | 4-4⅛x3⅞ | 200.9 | 7.00 | 143 | N | SA | 1 | 1 | In | 90 | 2475 | SL | 90 | 2475 | | | 80 87 | D | 168 | 2.09 | 1-Str | FL | Scin | DR | EM | 32.00 | 24.20 | 31.60 | | |
| E-185 | 246 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 135 | N | SA | 1 | 1 | In | 185 | 2300 | SL | 185 | 2300 | | | 80 87 | D | 355 | 1.92 | 1-Str | PI | Scin | DR | EM | 46.66 | 22.30 | 33.41 | | |
| E-225-4 | 267 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 143 | N | SA | 1 | 1 | In | 225 | 2650 | SL | 225 | 2650 | | | 80 87 | D | 347 | 1.54 | 1-Ben | PI | Scin | Ecl | EM | 46.66 | 22.30 | 33.41 | | |
| E-225-8 | 267 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 143 | N | SA | 1 | 1 | In | 225 | 2650 | SL | 225 | 2650 | | | 80 87 | D | 369 | 1.64 | 1-Str | PI | Scin | Ecl | EM | 46.66 | 22.30 | 33.41 | | |
| O-300-A & B | 253 | Hor | Air | 6-4½x3⅞ | 301.0 | 7.00 | 141 | N | SA | 1 | 1 | In | 145 | 2700 | SL | 145 | 2700 | | | 80 87 | D | 287 | 1.98 | 1-MS | FL | Scin | DR | EM | 35.38 | 23.25 | 31.50 | | |
| O-470-J | 273 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 165 | N | SA | 1 | 1 | In | 225 | 2550 | SL | 225 | 2550 | | | 80 87 | D | 381 | 1.69 | 1-MS | FL | Scin | DR | EM | 36.03 | 27.75 | 32.32 | | |
| O-470-K & L | 273 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 149 | N | SA | 1 | 1 | In | 230 | 2600 | SL | 230 | 2600 | | | 80 87 | D | 404 | 1.76 | 1-MS | FL | Scin | DR | EM | 36.03 | 27.75 | 33.56 | | |
| O-470-M | 273 | Hor | Air | 6-5x4 | 471.0 | 8.00 | 156 | N | SA | 1 | 1 | In | 240 | 2600 | SL | 240 | 2600 | | | 91 96 | D | 409 | 1.70 | 1-BM | FL | Scin | DR | EM | 43.31 | 19.62 | 33.56 | | |
| O-470-4 | 273 | Hor | Air | 6-5x4 | 471.0 | 8.00 | 156 | N | NA | 1 | 1 | In | 240 | 2600 | SL | 240 | 2600 | | | 91 96 | D | 431 | 1.80 | 1-Ben | PI | Scin | DR | EM | 37.56 | 26.69 | 33.56 | | |
| O-470-2 | 281 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 146 | 10.36 | SA | 1 | 1 | In | 250 | 2600 | 8500 | 265 | 2600 | | | 100 130 | D | 474 | 1.79 | 1-Ben | PI | Scin | DR | EM | 37.73 | 30.77 | 33.62 | | |
| O-470-13A | 269 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 146 | N | SA | 1 | 1 | In | 225 | 2600 | SL | 225 | 2600 | | | 80 87 | D | 415 | 1.84 | 1-Ben | PI | Scin | Ecl | EM | 40.90 | 26.44 | 33.62 | | |
| O-470-15 | 269 | Hor | Air | 6-5x4 | 471.0 | 7.00 | 140 | N | SA | 1 | 1 | In | 213 | 2600 | SL | 213 | 2600 | | | 80 87 | D | 405 | 1.90 | 1-Str | PI | Scin | Ecl | EM | 45.20 | 30.10 | 33.41 | | |
| O-526 | Pen | Hor | Air | 6-5¼x4¼ | 526.0 | 7.00 | 147 | N | SA | 1 | 1 | In | 225 | 2300 | SL | 225 | 2300 | | | 80 87 | D | 428 | 1.90 | 1-MS | FL | Scin | Ecl | EM | 36.03 | 27.75 | 34.64 | | |
| GO-300 | Pen | Hor | Air | 6-4½x3⅞ | 301.0 | 7.31 | 144 | N | SA | 1 | 1 | In | 175 | 3200 | SL | 175 | 3200 | | | 80 87 | D | 312 | 1.78 | 1-MS | FL | Scin | DR | EM | 39.12 | 27.05 | 31.50 | | |
| GO-526 | Pen | Hor | Air | 6-5¼x4¼ | 526.0 | 7.00 | 148 | N | SA | 1 | 1 | In | 290 | 3200 | SL | 290 | 3200 | | | 80 87 | .6880 | 408 | 1.41 | 1-Ben | PI | Scin | DR | EM | 49.12 | 23.00 | 34.68 | | |
| 10-470-C | 273 | Hor | Air | 6-5x4 | 471.0 | 8.00 | 162 | N | SA | 1 | 1 | In | 250 | 2600 | SL | 250 | 2600 | | | 91 96 | D | 432 | 1.73 | 1-CMC | Inj | Scin | DR | EM | 37.56 | 26.25 | 33.58 | | |
| FSO-526 | 292 | Hor | Air | 6-5¼x4¼ | 526.0 | 6.00 | 131 | 10.04 | NA | 1 | 1 | In | 270 | 3200 | 10000 | 270 | 3200 | | | 91 96 | D | 568 | 2.10 | 1-Ben | PI | Scin | DR | EM | 47.69 | 24.73 | 33.64 | | |
| GSO-526 | Pen | Hor | Air | 6-5¼x4¼ | 526.0 | 6.00 | 131 | 12.00 | SA | 1 | 1 | In | 290 | 3000 | 8000 | 320 | 3000 | | | 91 96 | .6880 | 523 | 1.63 | 1-Ben | PI | Scin | DR | EM | 52.28 | 23.96 | 34.68 | | |
| Franklin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4A4-100-B3 | 239 | Hor | Air | 4-4½x3½ | 225.0 | 7.00 | 136 | N | AC | 1 | 1 | In | 100 | 2600 | SL | | | 75 | 2370 | 80 | D | 214 | 2.14 | 1-MS | FL | Eis | AL | EM | 30.68 | 20.59 | 30.81 | 12.03 | |
| 6A4-150-B3 | 238 | Hor | Air | 6-4½x3½ | 335.0 | 7.00 | 136 | N | AC | 1 | 1 | In | 150 | 2600 | SL | | | 113 | 2370 | 80 | D | 291 | 1.94 | 1-MS | FL | Eis | DR | EM | 37.37 | 22.59 | 30.81 | 13.03 | |
| 6V4-178-B3 | 244 | Ver | Air | 6-4½x3½ | 335.0 | 7.00 | 140 | N | AC | 1 | 1 | In | 178 | 3000 | SL | | | | | 80 | D | 294 | 1.65 | 1-MS | FL | Scin | DR | EM | 36.00 | 26.81 | 30.81 | | |
| 6A4-165-B3 | 238 | Hor | Air | 6-4½x3½ | 335.0 | 7.00 | 139 | N | AC | 1 | 1 | In | 165 | 2800 | SL | | | 124 | 2550 | 80 | D | 307 | 1.86 | 1-MS | PI | Scin | DR | EM | 37.37 | 25.31 | 30.81 | 13.03 | |
| 6V4-200-C32, C33 | 244 | Ver | Air | 6-4½x3½ | 335.0 | 8.50 | 152 | N | AC | 1 | 1 | In | 200 | 3100 | SL | | | | | 91 | D | 306 | 1.53 | 1-BM | P-FL | Scin | DR | EM | 26.81 | 36.00 | 30.81 | | |
| 6AG4-190-B13 | 238 | Hor | Air | 6-4½x3½ | 335.0 | 7.60 | 141 | N | AC | 1 | 1 | In | 190 | 3100 | SL | | | | | 80 | .6320 | 324 | 1.11 | 1-BM | P-FL | Scin | DR | EM | 40.59 | 25.12 | 30.81 | | |
| 6V6-245-B16F | 258 | Ver | Air[1] | 6-4⅝x4 | 425.0 | 7.50 | 139 | N | AC | 1 | 1 | In | 245 | 3275 | SL | 215 | 3275 | 184 | 3275 | 80 | D | 353 | 1.44 | 1-Str | PI | Eis | Opt | EM | 33.62 | 39.93 | 33.28 | | |
| 6V-335-A, B | 244 | Ver | Air | 6-4½x3½ | 335.0 | 8.50 | 157 | N | AC | 1 | 1 | In | 210 | 3100 | SL | | | | | 91 | | 306 | 1.46 | 1-MS | FL | Scin | DR | EM | 26.81 | 36.00 | 30.81 | | |
| 6A-335-A | 244 | Hor | Air | 6-4½x3½ | 335.0 | 8.50 | 157 | N | AC | 1 | 1 | In | 210 | 3100 | SL | | | | | 91 | | 307 | 1.46 | 1-MS | FL | Scin | DR | EM | 40.59 | 26.12 | 30.81 | | |
| Herrmann | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| X-375 | 293 | Bar | Liq | 12-3¼x3⅜ | 373.0 | 8.00 | 112 | ..... | Alu | 1 | 1 | OH | 175 | 1800 | ..... | 200 | 1900 | 175 | 1800 | 80 87 | D | 222 | 1.27 | 2-Str | FL | S-A | DR | EM | 50.50 | 18.00 | 21.50 | 12.00 | 10.00 |
| Jacobs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R-755A | 237 | Rad | Air | 7-5¼x5 | 757.0 | 6.00 | 143 | N | SA | 1 | 1 | In | 300 | 2200 | SL | 300 | 2200 | 178 | 1900 | 80 | D | 505 | 1.68 | 1-Str | FL | Scin | Ecl | EM | 39.50 | 44.00 | | | 16.50 |
| R-755B | 237 | Rad | Air | 7-5¼x5 | 757.0 | 6.00 | 131 | N | SA | 1 | 1 | In | 275 | 2200 | SL | 275 | 2200 | 160 | 1900 | 80 | D | 480 | 1.72 | 1-Str | FL | Scin | Ecl | EM | 39.50 | 44.00 | | | 16.50 |
| R-755E H[2] | ..... | Rad | Air | 7-5¼x5 | 757.0 | 6.50 | 146 | N | SA | 1 | 1 | In | 350 | 2500 | SL | 350 | 2500 | 200 | 2000 | 91 | .6490 | 600 | 1.71 | 1-Str | FL | Scin | Ecl | EM | 39.50 | 44.00 | | | 16.50 |
| R-755-9 | 121 | Rad | Air | 7-5¼x5 | 757.0 | 5.40 | 117 | N | SA | 1 | 1 | In | 225 | 2000 | SL | 245 | 2200 | 160 | 1900 | 80 | D | 471 | 2.09 | 1-Str | FL | Scin | Ecl | EM | 39.50 | 44.00 | | | 16.50 |
| Lycoming | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| O-235-C1 | 223 | Hor | Air | 4-4⅜x3⅞ | 233.3 | 6.75 | 141 | N | SA | 1 | 1 | In | 108 | 2600 | SL | 115 | 2800 | 81 | 2360 | 80 | D | 207 | 1.92 | 1-MS | FL | Scin | DR | EM | 29.56 | 22.53 | 32.00 | | ..... |
| O-290-D2B[3] | 229 | Hor | Air | 4-4⅞x3⅞ | 289.0 | 7.00 | 137 | N | SA | 1 | 1 | In | 135 | 2600 | SL | 140 | 2800 | 100 | 2350 | 80 87 | D | 236 | 1.75 | 1-MS | FL | Scin | DR | EM | 29.56 | 22.81 | 32.24 | | (4) |
| O-320-A1A | 274 | Hor | Air | 4-5⅛x3⅞ | 319.8 | 7.00 | 138 | N | SA | 1 | 1 | In | 150 | 2700 | SL | 150 | 2700 | 112 | 2450 | 80 87 | D | 244 | 1.62 | 1-MS | FL | Scin | DR | EM | 29.40 | 23.12 | 32.24 | | (4) |
| O-320-B1A | 279 | Hor | Air | 4-5⅛x3⅞ | 319.8 | 8.50 | 147 | N | SA | 1 | 1 | In | 160 | 2700 | SL | 160 | 2700 | 120 | 2450 | 91 96 | D | 248 | 1.55 | 1-MS | FL | Scin | DR | EM | 29.56 | 23.12 | 32.24 | | (4) |
| O-340-A1A | 277 | Hor | Air | 4-5⅛x3⅝ | 340.4 | 8.40 | 146 | N | SA | 1 | 1 | In | 170 | 2700 | SL | 170 | 2700 | 127 | 2450 | 91 96 | D | 250 | 1.47 | 1-MS | FL | Scin | DR | EM | 29.56 | 24.68 | 32.55 | | (4) |
| O-340-B1A | 277 | Hor | Air | 4-5⅛x4¼ | 340.4 | 7.15 | 138 | N | NA | 1 | 1 | In | 160 | 2700 | SL | 160 | 2700 | 120 | 2450 | 80 87 | D | 247 | 1.54 | 1-MS | FL | Scin | DR | EM | 29.56 | 24.68 | 32.55 | | (4) |
| O-360-A1A | 286 | Hor | Air | 4-5⅛x4⅜ | 361.0 | 8.50 | 146 | N | SA | 1 | 1 | In | 180 | 2700 | SL | 180 | 2700 | 135 | 2450 | 91 96 | D | 254 | 1.41 | 1-BM | P-FL | Scin | DR | EM | 29.56 | 24.68 | 33.37 | | (4) |
| O-360-B1A | 286 | Hor | Air | 4-5⅛x4⅜ | 361.0 | 7.20 | 137 | N | NA | 1 | 1 | In | 168 | 2700 | SL | 168 | 2700 | 125 | 2450 | 80 87 | D | 251 | 1.32 | 1-MS | FL | Scin | DR | EM | 29.56 | 24.68 | 33.37 | | (4) |
| O-435-A | 228 | Hor | Air | 6-4⅞x3⅞ | 434.0 | 6.50 | 136 | N | SA | 1 | 1 | In | 190 | 2550 | SL | 190 | 2550 | 143 | 2310 | 80 | D | 364 | 1.91 | 1-MS | FL | Scin | DR | EM | 38.10 | 29.61 | 32.24 | | (5) |
| VO-435-A1C (O-435-23B)[3] | 279 | Ver | Air | 6-4⅞x3⅞ | 434.9 | 7.30 | 143 | N | NA | 1 | 1 | In | 250 | 3200 | SL | 260 | 3400 | 200 | 3200 | 80 87 | D | 396 | 1.58 | 1-MS | FL-P | Scin | Opt | EH | 34.73 | 25.19 | 33.32 | | ..... |
| VO-435-A1D (O-435-6A)[3] | 279 | Ver | Air | 6-4⅞x3⅞ | 434.0 | 7.30 | 143 | N | NA | 1 | 1 | In | 250 | 3200 | SL | 260 | 3400 | 200 | 3200 | 80 87 | D | 390 | 1.56 | 1-MS | FL-P | Scin | Opt | EH | 34.73 | 25.18 | 33.32 | | ..... |
| GO-435-C2B2 | 228 | Hor | Air | 6-4⅞x3⅞ | 434.0 | 7.30 | 146 | N | NA | 1 | 1 | In | 240 | 3000 | SL | 260 | 3400 | 180 | 2750 | 80 87 | .6420 | 430 | 1.79 | 1-BM | P-FL | Scin | Opt | EM | 38.64 | 28.02 | 33.12 | | (6) |
| GO-480-B1A6 | 275 | Hor | Air | 6-5¼x3⅞ | 479.7 | 7.30 | 143 | N | NA | 1 | 1 | In | 260 | 3000 | SL | 270 | 3400 | 195 | 2750 | 80 87 | .6420 | 432 | 1.68 | 1-Str | PI | Scin | Opt | EM | 38.64 | 28.02 | 33.12 | | (6) |
| GO-480-B1D | 275 | Hor | Air | 6-5¼x3⅞ | 479.7 | 7.30 | 143 | N | NA | 1 | 1 | In | 260 | 3000 | SL | 270 | 3400 | 195 | 2750 | 80 87 | .6420 | 432 | 1.66 | 1-Str | PI | Scin | Opt | EM | 38.64 | 28.02 | 33.12 | | (6) |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GO-480-G1B6 | 275 | Hor | Air | 6-5½x3⅞ | 479.7 | 8.70 | 154 | N | SA | 1 | 1 | In | 280 | 3000 | SL | 295 | 3400 | 210 | 2750 | 100/130 | .6420 | 458 | 1.64 | 1-Str | PI | Scin | Opt | EM | 38.64 | 29.40 | 33.12 | ... | (6) |
| GO-480-G2D6 | 275 | Hor | Air | 6-5½x3⅞ | 479.7 | 8.70 | 152 | N | NA | 1 | 1 | In | 285 | 3100 | SL | 295 | 3400 | 210 | 2750 | 100/130 | .6420 | 442 | 1.55 | 1-Str | PI | Scin | Opt | EM | 40.59 | 28.02 | 33.12 | ... | (6) |
| GO-480-D1A | 275 | Hor | Air | 6-5½x3⅞ | 479.7 | 7.30 | 143 | N | SA | 1 | 1 | In | 260 | 3000 | SL | 275 | 3400 | 195 | 2750 | 80/87 | .6420 | 454 | 1.75 | 1-Str | PI | Scin | Opt | EM | 40.29 | 27.46 | 33.12 | ... | (6) |
| GO-480-F1A6 | 275 | Hor | Air | 6-5½x3⅞ | 479.7 | 7.30 | 142 | N | NA | 1 | 1 | In | 265 | 3100 | SL | 275 | 3400 | 210 | 2750 | 80/87 | .6420 | 436 | 1.65 | 1-Str | PI | Scin | Opt | EM | 40.59 | 28.02 | 33.12 | ... | (6) |
| GSO-480-B1A6 | 284 | Hor | Air | 6-5½x3⅞ | 479.7 | 7.30 | 154 | 11.27 | SA | 1 | 1 | In | 320 | 3200 | 8000 | 340 | 3400 | 240 | 2750 | 100/130 | .6420 | 498 | 1.56 | 1-Str | PI | Scin | Opt | EM | 49.31 | 29.40 | 33.12 | ... | (6) |
| GSO-480-B1B6 (O-480-1) | 284 | Hor | Air | 6-5½x3⅞ | 479.7 | 7.30 | 154 | 11.27 | SA | 1 | 1 | In | 320 | 3200 | 8000 | 340 | 3400 | 240 | 2750 | 100/130 | .6420 | 500 | 1.56 | 1-Str | PI | Scin | Opt | EM | 48.22 | 33.26 | 33.12 | ... | (6) |
| GSO-480-B1C6 | 284 | Hor | Air | 6-5½x3⅞ | 479.7 | 7.30 | 154 | 11.27 | SA | 1 | 1 | In | 320 | 3200 | 8000 | 340 | 3400 | 240 | 2750 | 100/130 | .6420 | 497 | 1.55 | 1-Str | PI | Scin | Opt | EM | 52.18 | 22.56 | 33.12 | ... | (6) |
| O-540-A1A | 295 | Hor | Air | 6-5½x4⅛ | 541.5 | 8.50 | 139 | N | SA | 1 | 1 | In | 260 | 2700 | SL | 265 | 2800 | 195 | 2450 | 91/96 | D | 367 | 1.41 | 1-MS | FL | Scin | DR | EM | 37.22 | 25.81 | 33.37 | ... | (4) |
| SO-580-A1B | 285 | Hor | Air | 8-4⅞x3⅞ | 578.0 | 7.30 | 160 | 7.91 | NA | 1 | 1 | In | 350 | 3000 | 6000 | 400 | 3300 | 280 | 3000 | 100/130 | D | 578 | 1.65 | 1-Str | PI | Scin | Opt | EM | 46.67 | 24.49 | 33.12 | ... | (6) |
| VSO-580-A1A (O-580-3)[3] | 285 | Ver | Air | 8-4⅞x3⅞ | 578.0 | 7.30 | 160 | 7.91 | SA | 1 | 1 | In | 350 | 3000 | 6000 | 400 | 3300 | 280 | 3000 | 100/130 | D | 574 | 1.64 | 1-Str | PI | Scin | Opt | EM | 49.20 | 30.75 | 33.18 | ... | ... |
| GSO-580-D | 256 | Hor | Air | 8-4⅞x3⅞ | 578.0 | 7.30 | 160 | 7.91 | SA | 1 | 1 | In | 350 | 3000 | 5000 | 400 | 3300 | 280 | 2750 | 100/130 | .6420 | 608 | 1.73 | 1-Str | PI | Scin | Opt | EM | 55.85 | 34.22 | 33.18 | ... | (5) |
| O-360-A1B | 206 | Hor | Air | 4-5⅛x4⅛ | 361.0 | 8.50 | 146 | N | SA | 1 | 1 | In | 180 | 2700 | SL | 180 | 2700 | 135 | 2450 | 91/96 | D | 260 | 1.44 | 1-Str | PI | Scin | DR | EM | 29.56 | 24.68 | 33.37 | ... | (4) |
| Pratt & Whitney CB-16 | 264 | Rad | Air | 18-5¾x6 | 2804.0 | 6.70 | 196 | ... | SD | 1 | 1 | In | 1800 | 2600 | 8500 | 2050[7] | 2700[8] | 1800 | 2600 | 100/130 | .4500 | 2390 | 1.33 | 1-Str | PI | Scin | ... | ... | 81.40 | 52.80 | ... | ... | ... |
| | | (2-Speed Blower Engine) | | | | | 174 | | | | | | 1600 | | 16000 | 1850[9] | 2600[9] | 1703 | | | | | 1.49 | | | | | | | | | | | |
| CB-17 | 264 | Rad | Air | 18-5¾x6 | 2804.0 | 6.70 | 196 | ... | SD | 1 | 1 | In | 1800 | 2600 | 8500 | 2200[10] | 2800 | 1900 | 2600 | 108/135 | .4500 | 2390 | 1.33 | 1-Str | PI | Scin | ... | ... | 81.40 | 52.80 | ... | ... | ... |
| | | (2-Speed Blower Engine) | | | | | 185 | | | | | | 1700 | | 14500 | 1900[9] | 2600[9] | 1750 | | | | | 1.41 | | | | | | | | | | | |
| Wright 957C7BA1 | 261 | Rad | Air | 7-6½x6⅝ | 1301.0 | 6.20 | 178 | 7.21 | SA | 1 | 1 | In | 700 | 2400 | 7300 | 900 | 2600 | 490 | 2200 | 91/96 | .5625 | 1065 | 1.52 | 1-Str | PI | Bos | Opt | EM | 48.10 | 50.45 | ... | ... | 32.75 |
| 968C9HE1 | 259 | Rad | Air | 9-6½x6⅞ | 1823.0 | 6.80 | 222 | 7.21 | SA | 1 | 1 | In | 1275 | 2500 | 3500 | 1475 | 2800 | 890 | 2400 | 100/130 | .5625 | 1390 | 1.09 | 1-Str | PI | Bos | Opt | EM | 48.50 | 54.95 | ... | ... | 32.75 |
| 975C18CB1 | 270 | Rad | Air | 18-6½x5⅞ | 3350.0 | 6.70 | 218 | 6.46 | SA | 1 | 1 | In | 2400 | 2600 | 5300 | 2830 | 2900 | 1600 | 2400 | 115/145 | .4375 | 3065 | 1.28 | 1-Str | PI | Scin | Opt | EM | 78.47 | 56.59 | ... | ... | 40.75 |
| | | (2-Speed Blower Engine) | | | | | 182 | 8.67 | | | | | 2000 | | 16000 | | | 1500 | | | | | 1.53 | | | | | | | | | | | |
| 972TC18DA1 | 272 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 240 | 6.46 | SA | 1 | 1 | In | 2650 | 2600 | 6500 | 3250 | 2900 | 1910 | 2400 | 115/145 | .4375 | 3551 | 1.34 | 1-Str | PI | Scin | Opt | EM | 89.53 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | | 17900 | 2550 | 2600 | 1830 | | | | | 1.45 | | | | | | | | | | | |
| DA2 | 272 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 240 | 6.46 | SA | 1 | 1 | In | 2650 | 2600 | 6500 | 3250 | 2900 | 1910 | 2400 | 115/145 | .4375 | 3543 | 1.34 | 1-Str | PI | Scin | Opt | EM | 89.53 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | | 17900 | 2550 | 2600 | 1800 | | | | | 1.45 | | | | | | | | | | | |
| DA3 | 272 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 249 | 6.46 | SA | 1 | 1 | In | 2750 | 2600 | 5800 | 3250 | 2900 | 1910 | 2400 | 115/145 | .4375 | 3557 | 1.29 | 1-Str | PI | Scin | Opt | EM | 89.52 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | | 17900 | 2550 | 2600 | 1800 | | | | | 1.45 | | | | | | | | | | | |
| DA4 | 272 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 249 | 6.46 | SA | 1 | 1 | In | 2750 | 2600 | 5800 | 3250 | 2900 | 1910 | 2400 | 115/145 | .4375 | 3549 | 1.29 | 1-Str | PI | Scin | Opt | EM | 89.52 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | | 17900 | 2550 | 2600 | 1800 | | | | | 1.45 | | | | | | | | | | | |
| 982C9HE1 | | Rad | Air | 9-6½x6⅞ | 1823.0 | 6.80 | 222 | 7.21 | SA | 1 | 1 | In | 1275 | 2500 | 3400 | 1525[9] | 2600 | 890 | 2400 | 115/145 | .5625 | 1455 | 1.15 | 1-Str | FL | Scin | Opt | EM | 50.07 | 55.75 | ... | ... | 32.75 |
| 749C18BD1 | | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.50 | 211 | 8.67 | SA | 1 | 1 | In | 1800 | 2400 | 16000 | 1900 | 2600 | 1400 | 2400 | 100/130 | .4375 | 2915 | 1.62 | 1-Str | PI | Scin | Opt | EM | 78.52 | 55.62 | ... | ... | ... |
| | | (2-Speed Blower Engine) | | | | | 207 | 6.46 | | | | | 2100 | | 4400 | 2500 | 2800 | 1470 | | | | | 1.39 | | | | | | | | | | | |
| 745C18BA3 | | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.50 | 181 | 8.67 | SA | 1 | 1 | In | 1800 | 2400 | 15000 | 1900 | 2600 | 1400 | 2300 | 100/130 | .4375 | 2780 | 1.54 | 1-Str | ... | Scin | Opt | EM | 76.28 | 55.78 | ... | ... | ... |
| | | (2-Speed Blower Engine) | | | | | 197 | 6.46 | | | | | 2000 | | 4800 | 2200 | 2800 | | | | | | 1.39 | | | | | | | | | | | |
| 988TC18EA1, EA3 | 287 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 259 | 6.46 | SA | 1 | 1 | In | 2650 | 2600 | 4700 | 3400 | 2900 | 1910 | 2400 | 115/145 | .4375 | 3645 | 1.26 | 1-Str | PI | Scin | Opt | EM | 89.52 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | | 16400 | 2550 | 2600 | 1800 | | | | | 1.49 | | | | | | | | | | | |
| 988TC18EA2 | 287 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 259 | 6.46 | SA | 1 | 1 | In | 2920 | 2650 | 4800 | 3400 | 2900 | 1910 | 2400 | 115/145 | .3550 | 3745 | 1.28 | 1-Str | PI | Scin | Opt | EM | 89.52 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | 2630 | 16400 | 2550 | 2600 | 1800 | | | | | 1.53 | | | | | | | | | | | |
| 988TC18EA5 | 287 | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 259 | 6.46 | SA | 1 | 1 | In | 2920 | 2650 | 4800 | 3400 | 2900 | 1910 | 2400 | 115/145 | .3550 | 3775 | 1.29 | 1-Str | PI | Scin | Opt | EM | 89.52 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | 2630 | 16400 | 2550 | 2600 | 1800 | | | | | 1.54 | | | | | | | | | | | |
| 988TC18EA4, EA6 | | Rad | Air | 18-6½x6⅞ | 3350.0 | 6.70 | 259 | 6.46 | SA | 1 | 1 | In | 2920 | 2650 | 4800 | 3400 | 2900 | 1975 | 2500 | 115/145 | .4375 | 3675 | 1.26 | 1-Str | PI | Scin | Opt | EM | 89.52 | 56.59 | ... | ... | 41.80 |
| | | (2-Speed Blower Engine) | | | | | 222 | 8.67 | | | | | 2450 | 2600 | 16400 | 2550 | 2600 | 1950 | | | | | 1.50 | | | | | | | | | | | |

**ABBREVIATIONS**

1—Cooled by fan.
2—Helicopter engine with vertical crankshaft.
3—Certificated for helicopter application.
4—A rear type mounting is provided by four mounting bosses integral with the crankcase.
5—A rear type mounting is provided by five mounting bosses, four of which are integral with the crankcase sections and the remaining boss is located at the rear of the oil pump.
6—A longitudinal type mounting is provided by four mounting bosses integral with the crankcase.
7—2400 with water injection.
8—2800 with water injection.
9—With water injection.
10—2500 with water injection.
AC—Aluminum with cast iron sleeves.
AL—Electric Auto-Lite Co.
Alu—Aluminum.
Bar—Barrel.
Ben—Bendix Aviation Corp.
BM—Bendix or Marvel-Schebler.
Bos—American Bosch Corp.
CMC—Continental Motors Corp.
D—Direct.
DR—Delco-Remy Div.
Ecl—Eclipse Pioneer Div.
EM—Electric motor and hand crank.
Eis—Eiseman Corp.
EM—Electric motor.
FL—Float.
FL-P—Float, pressure compensated.
Hor—Horizontally opposed.
In—In head with push rods and rocker arms.
Inj—Injectors.
Liq—Liquid.
MS—Marvel-Schebler Carburetor Div.
N—No or none.
NA—Nickel iron with aluminum head.
OH—Overhead camshaft.
Opt—Optional.
Pen—Pending.
P-FL—Pressure injection or float.
PI—Pressure injection.
Rad—Radial.
SA—Steel with aluminum head.
S-A—Scintilla and Auto-Lite.
Scin—Scintilla Magneto Div.
SD—Steel and Dural.
SL—Sea level.
Str—Stromberg-Elmira Div.
Ver—Vertically opposed.

*For Directory of the Engine Manufacturers listed above, see Table of Contents*

## Value of Shipments of Aircraft Propellers and Other Products of Their Plants

*Based on data from Industry Division, Bureau of the Census*

| | Value of All Products | Aircraf tPropellers and Parts | | | | | | Other Products and Services | Shipments of Propellers for Civil Aircraft |
|---|---|---|---|---|---|---|---|---|---|
| | | Total | For Military Aircraft | | | For Civilian Aircraft | | | | |
| | | | Total | Propellers | Parts | Total | Propellers | Parts | | |
| 1957 | $250,185,000 | $182,325,000 | $120,607,000 | $61,589,000 | $59,018,000 | $41,718,000 | $23,919,000 | $17,799,000 | $67,860,000 | 16,014 |
| 1956 | 185,798,000 | 118,988,000 | 87,211,000 | 40,059,000 | 47,152,000 | 31,777,000 | 17,723,000 | 14,054,000 | 66,810,000 | 12,957 |
| 1955 | 180,531,000 | 120,034,000 | 101,907,000 | 51,127,000 | 50,780,000 | 18,127,000 | 9,313,000 | 8,814,000 | 40,497,000 | 12,611 |
| 1954 | 190,578,000 | 157,558,000 | 139,066,000 | 65,909,000 | 73,157,000 | 18,492,000 | 9,645,000 | 8,847,000 | 33,020,000 | 9,282 |
| 1953 | 213,425,000 | 188,029,000 | 168,845,000 | 100,043,000 | 68,802,000 | 19,184,000 | 10,659,000 | 8,525,000 | 25,396,000 | 9,941 |
| 1952 | 155,348,000 | 139,344,000 | 119,746,000 | (d) | (d) | 19,598,000 | 10,951,000 | 8,647,000 | 16,004,000 | 10,951 |
| 1951 | 113,104,000 | 100,089,000 | 81,195,000 | (d) | (d) | 18,894,000 | 9,681,000 | 9,033,000 | 13,015,000 | 10,504 |

(d)—Not shown separately to avoid disclosing figures of individual companies.

# AIRCRAFT GAS TURBINES \ 1958

| Line Number | MAKE AND MODEL | ENGINE TYPE: Turbo-jet or Prop. | ENGINE TYPE: Single or Coupled | PERFORMANCE: TAKE-OFF: Thrust (Lb.) | TAKE-OFF: Prop. Shaft (Hp.) | TAKE-OFF: RPM | TAKE-OFF: Fuel Consumption | NORMAL: Thrust (Lb.) | NORMAL: Prop. Shaft (Hp.) | NORMAL: RPM | NORMAL: Fuel Consumption | MAX. CRUISING: Thrust (Lb.) | MAX. CRUISING: Prop. Shaft (Hp.) | MAX. CRUISING: RPM | MAX. CRUISING: Fuel Consumption | Propeller Gearing Type | COMPRESSOR: Type | COMPRESSOR: No. of Stages | COMPRESSOR: Pressure Comp. Ratio | COMPRESSOR: Blade Roots | TURBINE: No. of Stages | TURBINE: Blade Roots |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **UNITED STATES** | | | | | | | | | | | | | | | | | | | | | |
| 1 | Allison J-33-A-18-A | TJ | S | 5100 | N | 12130 | 1.17[1] | 3900 | N | 11250 | 1.12[1] | | N | | | N | Ce | Du | 4.35 | In | | |
| 2 | J-33-A-37 | TJ | S | 4600 | N | 11750 | 1.14[1] | | N | | | | N | | | N | Ce | Du | 4.35 | In | | |
| 3 | J-33-A-41 | TJ | S | 5200 | N | 12150 | 1.17[1] | | N | | | 4275 | N | 11500 | 1.14[1] | N | Ce | Du | 4.35 | In | | |
| 4 | J-71-A-2 | TJ | S | 10000 | N | | | | N | | | | N | | | N | A | | | | | |
| 5 | J-71-A-8 | TJ | S | 10000 | N | | | | N | | | | N | | | N | A | | | | | |
| 6 | J-71-A-13 | TJ | S | 10000 | N | | | | N | | | | N | | | N | A | | | | | |
| 7 | T-58-A-1 | TP | S | 726 | 3460 | 13820 | .54[2] | 702 | 3094 | 13820 | .55[2] | 170 | 1800 | 13820 | .43[2] | P | A | 14 | 9.25 | FT | | |
| 8 | 501-D-13 | TP | S | 726 | 3460 | 13820 | .54[3] | 702 | 3094 | 13820 | .56[3] | 145 | 1820 | 13820 | .46[3] | P | A | 14 | 9.25 | FT | | |
| 9 | Boeing 500-10 | TJ | | 248 | N | | 1.12[1] | 235 | N | | 1.12[1] | | N | | | N | Ce | 1 | 4.10 | In | | |
| 10 | 502-10 | TP | S | | 270 | 37500 | 1.00 | | 240 | 36500 | 1.05 | | | | | P | Ce | 1 | 4.10 | In | 2 | W |
| 11 | 502-10-F | TP | | | 300 | 3200 | 1.00 | | 300 | 3200 | 1.00 | | | | | P | Ce | 1 | 4.47 | W | | |
| 12 | 502-11 | AS | S | | | | | | 2054 | 36500 | 1.175 | | | | | | Ce | 1 | 4.10 | In | 2 | W |
| 13 | 520-2 | TP | | | 350 | 6200 | .72 | | 350 | 6000 | .76 | | | | | P | Ce | 1 | 7.00 | W | | |
| 14 | Continental XT-51-T-3 (Art. II) | TP | S | | 425 | 34800 | .982 | | | | | | | | | SpG | Ce | 1 | 3.95 | In | 2 | In |
| 15 | J-69-T-9 | TJ | | 920 | N | 22700 | 1.131 | 725 | N | 21000 | 1.061 | | | | | N | Ce | 1 | 4.00 | In | 1 | In |
| 16 | J-69-T-19-B | TJ | | 1060 | N | 21700 | 1.27 | 860 | N | 20500 | 1.25 | | N | | | N | Ce | 1 | 3.80 | | 1 | FT |
| 17 | 141 | Ac | | | 1914 | 34500 | 2.873 | | | | | | | | | | Ce | 1 | 4.00 | In | 2 | |
| 18 | 215 (Artouste III) | TP | | | 590 | 6000 | .741 | | 490 | | | | | | | | Ce | 1 | 5.70 | In | 3 | |
| 19 | 320 (Palas) | TJ | | 350 | N | 34000 | 1.181 | 290 | N | 31500 | 1.10 | | N | | | N | Ce | 1 | 3.90 | In | 1 | In |
| 20 | 324 (Arbizon) | TJ | | 550 | N | 34500 | 1.121 | 435 | N | 32500 | 1.081 | | N | | | N | Ce | 2 | 5.00 | | 2 | |
| 21 | 352-A (J-69-T-23) | TJ | | | N | | | | N | | | | N | | | N | | | | | | |
| 22 | 420 (Aspin II) | DuF | S | 790 | | 34500 | .551 | 660 | | 34500 | .53 | | | | | | Ce | 1 | 3.90 | In | 2 | In |
| 23 | Fairchild J-44-R-3 | TJ | S | 1000 | N | 15780 | 1.551 | 900 | N | 15100 | 1.601 | | N | | | N | MF | 1 | 2.70 | In | 1 | W |
| 24 | J-44-R-20-B | TJ | S | 1000 | N | 15780 | 1.551 | 1000 | N | 15780 | 1.551 | | N | | | N | MF | 1 | 2.70 | In | 1 | W |
| 25 | J-44-R-26 | TJ | | 1100 | N | 16570 | 1.351 | 1100 | N | 16570 | 1.351 | | N | | | N | MF | 1 | 3.40 | In | | |
| 26 | General Electric J-79-1, J-79-3 | TJ | S | 10000 | N | | | | N | | | | N | | | N | A | 17 | | | 3 | |
| 27 | CJ-805-3 | TJ | S | 10000 | N | | | | N | | | | N | | | N | | 17 | | | | |
| 28 | Lycoming LTC1B-1 | ST | | 100 | 825 | 6680 | .672 | 96 | 770 | 6610 | .692 | | | | | P | AC | 6 | 6.00 | FT | | |
| 29 | LTC1F-1 | TP | | 113 | 960 | 1700 | .662 | 100 | 825 | 1700 | .682 | | | | | P | AC | 6 | 6.00 | FT | | |
| 30 | LTC4A-1 | TP | | 190 | 1600 | 1320 | .652 | 168 | 1325 | 1230 | .692 | | | | | P | AC | 8 | 6.00 | FT | | |
| 31 | LTC4B-1 | ST | | 190 | 1600 | 6230 | .652 | 168 | 1325 | 5800 | .692 | | | | | P | AC | 8 | 6.00 | FT | | |
| 32 | Pratt & Whitney PT2G-4 | TP | | 1250 | 6000 | 1000 | .632 | 1125 | 5200 | 977 | .662 | 1000 | 4200 | 955 | .702 | | A | | | | | |
| 33 | JT-7H, J-48 | TJ | S | 7250 | N | | 1.141 | 5600 | N | | 1.121 | 3750 | N | | 1.141 | N | Ce | 1 | | | 1 | |
| 34 | T-34 | TP | S | | 6000 | | .622 | | | | | | | | | | A | 13 | | | 3 | |
| 35 | J-52 | | | 7500 | | | | | | | | | | | | | | | | | | |
| 36 | J-57 | TJ | S | 10000 | N | | | | N | | | | N | | | N | A | | | | | |
| 37 | J-75 | | | 15000 | | | | | | | | | | | | | | | | | | |
| 38 | Westinghouse J-34-WE-38 | TJ | | 3400 | N | | | | N | | | | N | | | N | A | | | Ba | | |
| 39 | J-34-WE-46 | TJ | | 3400 | N | | | | N | | | | N | | | N | A | | | Ba | | |
| 40 | J-54-WE-2 | TJ | | 6000 | N | | | | N | | | | N | | | N | A | | | | | |
| 41 | XJ-81 | TJ | | 1740 | N | | | | N | | | | N | | | N | A | | | | | |
| 42 | Wright J-65 | TJ | S | 7220 | N | 8300 | .921 | 6400 | N | 8000 | | | N | | | N | A | 13 | | FT | 2 | FT |
| | **CANADA** | | | | | | | | | | | | | | | | | | | | | |
| 43 | Iroquois | TJ | | 20000 | N | | | | N | | | | N | | | N | A | | | | | |
| 44 | Orenda 11 | TJ | | 7000 | N | | | | N | | | | N | | | N | A | 10 | | FT | | |
| 45 | 14 | TJ | | 7000 | N | | | | N | | | | N | | | N | A | 10 | | FT | | |
| | **FRANCE** | | | | | | | | | | | | | | | | | | | | | |
| 46 | Dassault MD-30 | TJ | | 1643 | N | | | | N | | | | N | | | N | A | | | | | |
| 47 | MD-30-R | TJ | | 2204 | N | | | | N | | | | N | | | N | A | | | | | |
| 48 | R-7 | TJ | | | N | | | | N | | | | N | | | N | A | | | | | |
| 49 | Hispano-Suiza HS-Nene 102 | TJ | | 4995 | N | | | | N | | | | N | | | N | Ce | | | | | |
| 50 | HS-Tay 250 | TJ | | 6280 | N | | 1.061 | | N | | | | N | | | N | Ce | | 4.25 | | | |
| 51 | HS-Verdon 350 | TJ | | 7700 | N | 11100 | 1.101 | 6834 | N | 10800 | | 6172 | N | 10500 | | N | A | | 4.95 | | 1 | |
| 52 | HS-R-800 | TJ | | 2645 | N | | | | N | | | | N | | | N | A | | | | | |
| 53 | HS-R-804 | TJ | | 3306 | N | 12000 | 1.081 | 2970 | N | | 1.071 | 2645 | N | 11250 | | N | A | 7 | | FT | 1 | |
| 54 | S. N. E. C. M. A. Atar E-5 | TJ | | 8150 | N | 8400 | 1.061 | 7000 | N | 8225 | 1.031 | 6300 | N | 8050 | 1.011 | N | A | 8 | 4.80 | | 1 | |
| 55 | Atar G-2, G-3 | TJ | | 9700 | N | 8400 | 2.051 | 8500 | N | 8400 | 1.601 | 5070 | N | 7850 | 2.381 | N | A | 8 | 4.80 | | 1 | |
| 56 | Atar 8 | TJ | | 9700 | N | 8400 | .981 | 8300 | N | 8300 | .971 | 7450 | N | 8150 | .951 | N | A | 9 | 5.20 | | 2 | |
| 57 | Atar 9-B | TJ | | 13250 | N | 8400 | 2.071 | 11800 | N | 8400 | 1.691 | 6520 | N | 8000 | 2.141 | N | A | 9 | 5.20 | | 2 | |
| 58 | Turbomeca Palas | TJ | | 353 | N | | 1.171 | 285 | N | | 1.131 | | N | | | N | | | | | | |
| 59 | Arbizon | TJ | | 550 | N | 34000 | .921 | 440 | N | | .911 | | N | | | N | | | | | 2 | |
| 60 | Marbore II | TJ | | 880 | N | | 1.151 | 710 | N | | 1.091 | 120 | N | | | N | Ce | 1 | | | 1 | |
| 61 | Gourdon | TJ | | 1410 | N | 21500 | .991 | 1270 | N | | .991 | 1140 | N | | .991 | N | | | | | 1 | |
| 62 | Gabizo | TJ | | 2420 | N | 17500 | 1.051 | 2000 | N | | 1.001 | | N | | | N | | | | | 1 | |
| 63 | Aspin II | | | 840 | | | .531 | 680 | | | .551 | | | | | | | | | | | |
| 64 | Soulor | TJ | | 705 | N | | .801 | 600 | N | | .781 | | N | | | N | | | | | | |
| 65 | Artouste II | ST | | | 380 | 5780 | 1.102 | | 320 | | 1.102 | | | | | | Ce | 1 | | | 2 | |
| 66 | Artouste III | ST | | | 550 | 6000 | .682 | | 500 | | .722 | | | | | | | | | | 3 | |
| 67 | Turmo I | | | | | | | | 270 | 3500 | 1.002 | | | | | | | | | | | |
| 68 | Turmo II | | | | 380 | 34500 | 1.042 | | 320 | 34500 | 1.082 | | | | | | | | | | | |

For abbreviations and references see pages 256 and 257

*For Directory of the Gas Turbine Manufacturers listed above, see Table of Contents*

| COMBUSTION CHAMBERS | | | | FUEL SYSTEM | | | | | | IGNITION SYSTEM | | LUBRICATION | | MAKE OF COMPONENT PARTS | | | | | OVERALL DIMENSIONS | | | DRY WEIGHT | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Arrangement | No. Used | Material | Air Intake | No. of Pumps | No. of Emergency Pumps | Fuel Controls | Afterburning | Recommended Octane Rating of Fuel | No. Fuel Nozzles per Combustion Chamber | No. of Ignitors | Type of Ignitor | Sump Capacity (Pts.) | Max. Oil Consumption (Pts. Hr.) | Starter | Generator | Governor | Vacuum Pump | Fuel Pumps | Length (In.) With Extension Pipe | Length (In.) Without Extension Pipe | Max. Diameter (In.) | With Component Parts (Lb.) | Without Component Parts (Lb.) | Line Number |
| | | | | | | | | | | | | | | | | | | | | | | | | |
| **UNITED STATES** | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 1 | N | M | N | | 1 | 2 | Sp | 24.0 | 1.2 | Gov | Gov | | | Pes | | 94.0 | 49.0 | 1790 | | 1 |
| | | | | 1 | N | M | N | | 1 | 2 | Sp | 24 0 | 2 2 | Gov | Gov | | | Pes | | 156 0 | 48 0 | 1800 | | 2 |
| Cy | | | | 1 | N | M | N | JP-4 | 1 | 1 | Sp | 24 0 | 2.0 | Gov | Gov | | | Pes | 156 2 | | 48.9 | 1796 | | 3 |
| | | | | | | | Y | | | | | | | | | | | | 284.6 | | 42.0 | 4869 | | 4 |
| | | | | | | | Y | | | | | | | | | | | | 210.0 | | 43 4 | 4573 | | 5 |
| | | | | | | | N | | | | | | | | | | | | 191.0 | | 47.6 | 4090 | | 6 |
| | | | | 1 | N | M | N | JP-4 | 1 | 6 | Sp | Dry | 3 6 | Gov | Gov | Gov | Gov | Pes | | 145.2 | 40.3 | 1645 | | 7 |
| | | | | 1 | | | N | | | 2 | Sp | Dry | 3.4 | FA | FA | FP | | Pes | | 145.2 | 36.0 | 1750 | | 8 |
| Cy | 2 | | DF | 1 | | M | N | De,JP-4 | 1 | 2 | SG | 12 0 | Ne | Var | Var | Var | | Var | 34.0 | 24.0 | | 210 | | 9 |
| Cy | 2 | SS | DF | 1 | | M | N | G,De,K,JP-4 | 1 | 2 | SG | 12 0 | Ne | Var | Var | | | | 41.5 | | 24 3 | 330 | | 10 |
| Cy | 2 | SS | TF | 1 | | M | N | G,De,K,JP-4 | | 2 | SG | 12 0 | Ne | Var | Var | Var | | Var | 41.5 | 41.5 | 24 3 | 320 | | 11 |
| Cy | 1 | SS | DF | 1 | | M | N | G,De,K,JP-4 | 1 | 2 | SG | 12 0 | Ne | Var | Var | | | | 50 0 | | 28.5 | 375 | | 12 |
| Cy | 2 | SS | RF | 1 | | M | N | G,De,K,JP-4 | | 2 | SG | 12 0 | Ne | Var | Var | Var | | Var | 42.0 | 42 0 | 24 0 | 380 | | 13 |
| An | 1 | NS | | 1 | | M | N | G,K,JP-4 | | 2 | Sp | | .5 | | | | | | | 44 3 | 23.2 | 250 | 236 | 14 |
| An | 1 | | | | | | N | G,K,JP-4 | | 2 | Sp | | .2 | Br | Br | | | | | 50.5 | 27.0 | 364 | 333 | 15 |
| An | 1 | | | 1 | | M | N | JP-4 | | 2 | Sp | | .5 | Br | Br | Own | | Own | | 43 3 | 22 3 | 349 | 312 | 16 |
| An | 1 | | | 1 | N | Pn | N | JP-3,JP-4 | | 2 | Sp | | .5[3] | | | | | | | 44.3 | | 247 | 197 | 17 |
| An | 1 | | | 1 | | M | N | | | 2 | Sp | | .5[3] | | | | | | | 54.4 | 21.4 | 320 | 285 | 18 |
| An | 1 | NS | | 1 | | M | N | G,K,JP-4 | | 2 | Sp | | .5 | | | | | | 41.6 | | 16 0 | | 137 | 19 |
| An | 1 | | | | | | N | | | 2 | Sp | | .8[3] | | | | | | | 48.6 | 15.9 | 214 | | 20 |
| | | | | | | | | | | | | | | | | | | | | | | | | 21 |
| An | 1 | NS | | 1 | | M | N | G,K,JP-4 | | 2 | Sp | | .5 | | | | | | 47.7 | | 25.9 | | 315 | 22 |
| An | 1 | SS | DF | 1 | N | E,M,H | N | G | 12 | 2 | Sp | N | Ne | JH | N | Ww | N | Pes | | 90.4 | 24.3 | 416 | 370 | 23 |
| An | 1 | SS | DF | 1 | N | E,M,H | N | G,JP | 12 | 1 | Sp | N | Ne | Br | Br | Ww | N | Pes | 88.4 | 75.4 | 22.0 | 392 | 339 | 24 |
| An | 1 | SS | DF | 1 | N | E,M,H | N | G,JP | 12 | 1 | Sp | | Ne | Br | Br | Ww | | Pes | 91.7 | | 22.0 | 422 | 365 | 25 |
| Cn | | | | | | HM | Y | | | | | | | | | | | | 204.0 | | 36.0 | | | 26 |
| An | 10 | | | | | HM | | | | | | | | | | | | | | 112.0 | 36.6 | | | 27 |
| An | 1 | SS | RF | 1 | (6) | HM | N | JP-4 | 11 | 2 | Sp | | 1.1 | | | | | CE | | 48 0 | 25.0 | 480 | | 28 |
| An | 1 | SS | RF | 1 | (6) | HM | N | JP-4 | 11 | 2 | Sp | | 1.1 | | | | | CE | | 59.0 | 25.0 | 495 | | 29 |
| An | 1 | SS | RF | 1 | (6) | HM | N | JP-4 | 14 | 2 | Sp | | 2.0 | | | | | HS | | 59.0 | 26 0 | 695 | | 30 |
| An | 1 | SS | RF | 1 | (6) | HM | N | JP-4 | 14 | 2 | Sp | | 2.0 | | | | | HS | | 48.0 | 26.0 | 600 | | 31 |
| | | | | | | | | JP-4 | | | | | 5 0[3] | | | | | | 156.8 | | 33.8 | 2670 | | 32 |
| | | | | | | | | | | | | | | | | | | | | 109 8 | 50.5 | 2080 | | 33 |
| An | | | | | | | | | | | | | | | | | | | 156 8 | | 34.1 | 2550 | | 34 |
| | | | | | | | Y | | | | | | | | | | | | | | | | | 35 |
| | | | | | | | Y | | | | | | | | | | | | | | | | | 36 |
| | | | | | | | | | | | | | | | | | | | | | | | | 37 |
| An | | | DF | | | | | JP-3 | | 2 | Sp | | .7[3] | | | | | | | 112 0 | 27.0 | 1200 | | 38 |
| An | | | DF | | | | | JP-4,JP-5 | | | | | | | | | | | | 112 0 | 27.0 | 1242 | | 39 |
| An | | | DF | | | | | JP-4 | | | | | | | | | | | | 123 0 | 28.0 | | | 40 |
| An | | | DF | | | | | JP-4 | | | | | | | | | | | | 69.9 | 15 8 | 304 | | 41 |
| An | 1 | SS | DF | 2 | N | | | | 36 | 2 | | | | GE | GE | Th | | Th | 138.8 | | 37.3 | 2696 | 2500 | 42 |
| **CANADA** | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 43 |
| Cy | 6 | | | 2 | | | N | | 1 | 2 | Fl | | 1 0[3] | | | | | | | 121.5 | 42.0 | 2450 | | 44 |
| Cy | 6 | | | 2 | | E | N | | 1 | 2 | Fl | | 1.0[3] | Del | Del | | | Luc | | 121.5 | 42 0 | 2430 | | 45 |
| **FRANCE** | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | 46 |
| | | | | | | | Y | | | | | | | | | | | | | | | | | 47 |
| | | | | | | | | | | | | | | | | | | | | | | | | 48 |
| | | | | | | | | | | | | | | | | | | | | | | | | 49 |
| Cy | 9 | | | 2 | | H | N | | 1 | 2 | HE | | | | | | | | | 100 0 | 50 0 | 2060 | | 50 |
| Cy | 9 | | DF | 2 | | H | N | | 1 | 2 | HE | | | | | | | | | 103.2 | 50.0 | 2057 | | 51 |
| | | | | | | | | | | | | | | | | | | | | | | | | 52 |
| An | 7 | | | 1 | | M | Y | | | 2 | HE | | | | | | | | | 78 8 | 27.7 | 678 | | 53 |
| An | 20 | | DF | 1 | | H | N | | | 2 | SG | 17½ | 1.8 | Own | | B-S | | B-S | 162.0 | 92.5 | 39.0 | 1851 | | 54 |
| An | 20 | | DF | 1 | 1 | H | Y | | | 2 | SG | 17½ | 1.8 | Own | | B-S | | B-S | 253.0 | | 40.0 | 2720 | | 55 |
| An | 20 | | | 1 | | H | N | | | 2 | SG | 10½ | 1.2 | Own | | B-S | | B-S | 181.0 | 112.0 | 40.0 | 2180 | | 56 |
| An | 20 | | DF | 1 | 1 | H | Y | | | 2 | SG | 10½ | 1.2 | Own | | B-S | | B-S | 264.0 | | 42.0 | 2760 | | 57 |
| An | | | | | | | | | | | | | | | | | | | | 34 7 | 16.0 | 160 | | 58 |
| An | | | | | | | | | | | | | | | | | | | | 56 2 | 18.4 | 230 | | 59 |
| An | | | | | | | | | | 2 | To | | | | | | | | 61 2 | | 22.3 | 323 | | 60 |
| An | | | | | | | | | | 2 | To | | | | | | | | 74.1 | | 22.3 | 375 | | 61 |
| An | | | | | | | Y | | | 2 | To | | | | | | | | 81.1 | | 26.3 | 585 | | 62 |
| | | | DF | | | | | | | | | | | | | | | | 62.8 | | 27.2 | 295 | | 63 |
| | | | DF | | | | | | | | To | | | | | | | | 58.9 | | 16.5 | 310 | | 64 |
| An | | | | | | | | | | 2 | To | | | | | | | | 66.4 | | 21.2 | 243 | | 65 |
| An | | | | | | | | | | 2 | To | | | | | | | | 68 6 | | 21.2 | 320 | | 66 |
| | | | | | | | | | | 2 | Sp | | | | | | | | 44 8 | | 25.8 | 530 | | 67 |
| | | | | | | | | | | 2 | To | | | | | | | | 48.0 | | 23.0 | 320 | | 68 |

For abbreviations and references see pages 256 and 257

*For Directory of the Gas Turbine Manufacturers listed above, see Table of Contents*

# AIRCRAFT GAS

| Line Number | MAKE AND MODEL | ENGINE TYPE: Turbo-jet or Prop. | ENGINE TYPE: Single or Coupled | PERFORMANCE: TAKE-OFF: Thrust (Lb.) | TAKE-OFF: Prop. Shaft (Hp.) | TAKE-OFF: RPM | TAKE-OFF: Fuel Consumption | NORMAL: Thrust (Lb.) | NORMAL: Prop. Shaft (Hp.) | NORMAL: RPM | NORMAL: Fuel Consumption | MAX. CRUISING: Thrust (Lb.) | MAX. CRUISING: Prop. Shaft (Hp.) | MAX. CRUISING: RPM | MAX. CRUISING: Fuel Consumption | Propeller Gearing Type | COMPRESSOR: Type | COMPRESSOR: No. of Stages | COMPRESSOR: Pressure Comp. Ratio | COMPRESSOR: Blade Roots | TURBINE: No. of Stages | TURBINE: Blade Roots |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **FRANCE—*concluded*** | | | | | | | | | | | | | | | | | | | | | |
| 1 | Turmo III | | | | 750 | | .77[2] | | 600 | | .86[2] | | | | | | | | | | 1 | |
| 2 | Palouste IV | Ac | | | | | | | | | | | | | | | Ce | | | | 2 | |
| 3 | Autan II | Ac | | | | | | | | | | | | | | | | | | | 3 | |
| 4 | Tramotane | Ac | | | | | | | | | | | | | | | | | | | | |
| 5 | Bastan | TP | | 174 | 650 | 1790 | .73[2] | 168 | 600 | | .74[2] | | | | | | | | | | | |
| 6 | Artouste III | TP | | | 550 | 1840 | .68[2] | 120 | 500 | | .71[2] | | | | | | | | | | | |
| 7 | Marcadau | TP | | 71 | 360 | 2500 | 1 04[2] | 66 | 320 | | 1 12[2] | | | | | | | | | | | |
| 8 | Astazou | TP | | 45 | 320 | | .72[2] | 45 | 300 | | .68[2] | | | | | | | | | | | |
| | **GREAT BRITAIN** | | | | | | | | | | | | | | | | | | | | | |
| | Armstrong-Siddeley | | | | | | | | | | | | | | | | | | | | | |
| 9 | Double Mamba ASMD-3 | TP | C | 900 | 2800 | 15000 | .72 | | | | | 807 | 2380 | 15000 | .75 | EP | A | 20 | 5 85 | FT | 6 | FT |
| 10 | Double Mamba ASMD-4 | TP | C | 640 | 3300 | 15000 | .75 | | | | | 600 | 2760 | 15000 | .66 | EP | A | 11 | | FT | 6 | FT |
| 11 | Mamba 6 | TP | S | 365 | 1650 | 15000 | .72 | 280 | 1150 | 14000 | .73 | 340 | 1380 | 15000 | .74 | EP | A | 11 | 5 84 | FT | 3 | FT |
| 12 | Double Mamba 8 | TP | C | 710 | 3600 | 15000 | 71 | | | | | | | | | EP | A | 11 | | FT | | |
| 13 | Sapphire ASSa-6 | TJ | S | 8300 | N | 8600 | .90 | | N | | | 7170 | N | 8200 | .85 | N | A | 13 | | Do | 2 | FT |
| 14 | Sapphire ASSa-7 | TJ | S | 11000 | N | 8600 | 89 | | N | | | 9740 | N | 8200 | .84 | N | A | 13 | | FT | 2 | FT |
| 15 | Viper ASV-7-R | TJ | S | 2280 | N | 13400 | 2 31 | 885 | N | 13400 | 1 17 | | N | | | N | A | 7 | 3.70 | CL | 1 | FT |
| 16 | Viper ASV-8 | TJ | | 1750 | N | 13800 | 1 11 | 1620 | N | 13500 | 1 11 | 1050 | N | 13100 | | N | A | 7 | 3.70 | CL | 1 | FT |
| 17 | Viper ASV-10 | TJ | | 2000 | N | 13400 | 1 01 | 1830 | N | 13100 | 1.00 | 1630 | N | 12700 | 99 | N | A | 7 | 4 10 | FT | 1 | FT |
| 18 | Viper II | TJ | | 2460 | N | 13400 | 1 11 | 2260 | N | 13100 | 1.10 | 2020 | N | 12700 | 1.10 | N | A | 7 | | FT | | |
| 19 | P-182/2 | TP | S | 200 | 1100 | 22600 | .64 | | | | | | 960 | | | EP | AC | 3 | 5.50 | | | |
| 20 | P-181 | ST | | | 1085 | | .75[2] | | | | | | | | | | Ce | 2 | | | 2 | |
| 21 | Blackburn Palouste 500 | Ac | S | | | | | | | | | | | | | | Ce | 1 | | In | 2 | In |
| 22 | Artouste 510 | AP | S | | 80 | 34200 | | | 80 | 34200 | | | | | | | Ce | 1 | 3 80 | In | | |
| 23 | Artouste 600 | ST | S | | 475 | | 99[2] | | 414 | 34000 | 1.03[2] | | | | | SpG | Ce | 1 | 4 12 | In | 2 | In |
| 24 | Palas 600 | TJ | S | 390 | N | 35000 | 1 20[1] | 340 | N | 33000 | 1 14[1] | 385 | N | 34000 | 1.17[1] | N | Ce | 1 | 4 12 | In | 1 | In |
| 25 | Turmo 600 | Tur | S | | 450 | | 1 04[2] | | 400 | 34000 | 1 07[2] | | | | | SpG | Ce | 1 | 4 12 | In | 2 | In |
| 26 | Bristol Orion B-On-1, B-On-2 | TP | | 1950 | 4400 | 10000 | .64 | 1410 | 3900 | 8860 | .62 | 390 | 3460 | 8860 | .40 | P | A | 12 | 10 00 | FT | 4 | FT |
| 27 | Orpheus B-Or-2 | TJ | | 4520 | N | | | | N | | | | N | | | N | A | 7 | | FT | 1 | FT |
| 28 | Orpheus BOr 3 | TJ | | 4850 | N | | 1 06 | | N | | | | N | | | N | A | 7 | | FT | 1 | FT |
| 29 | Orpheus BOr 4 | TJ | | 4230 | N | | | | N | | | | N | | | N | A | 7 | | FT | 1 | FT |
| 30 | Orpheus BOr 11 | TJ | | 5760 | N | | | | N | | | | N | | | N | A | | | | | |
| 31 | Orpheus BOr 12 | TJ | | 8170 | N | | | | N | | | | N | | | N | A | | | | | |
| 32 | Olympus 102 | TJ | | 12000 | N | | .81[1] | | N | | | | N | | | N | A | 15 | | FT | 2 | FT |
| 33 | Olympus 104 | TJ | | 13000 | N | | | | N | | | | N | | | N | A | | | | | |
| 34 | Olympus 200 | TJ | | 16000 | N | | | | N | | | | N | | | N | A | | | | | |
| 35 | Proteus 705 | TP | S | 1090 | 3470 | 11700 | .59 | 990 | 2990 | 11350 | .62 | 250 | 1490 | 11350 | .51 | P | AC | 13 | 7.20 | FT | 4 | FT |
| 36 | Proteus 755 | TP | S | 1220 | 3650 | 11900 | .60 | 1050 | 3120 | 11725 | .61 | 350 | 1700 | 11725 | .48 | P | AC | 13 | 7.20 | FT | 4 | FT |
| 37 | De Havilland Gyron Jr., DGJ 1 | TJ | | 7000 | N | | | | N | | | | N | | | N | A | 7 | | | | |
| 38 | Gyron DGy 2 | TJ | | 20000 | N | | 1 04[1] | | N | | | | N | | | N | A | 7 | | FT | | |
| 39 | Goblin 35 | TJ | S | 3500 | N | 10750 | 1 19[1] | 2320 | N | 9500 | 1.16[1] | 3000 | N | 10250 | 1 16[1] | N | Ce | 1 | 3 67 | In | 1 | FT |
| 40 | Ghost Mark 105 | TJ | S | 5300 | N | | 1.19[1] | 4480 | N | | 1.13[1] | | N | | | N | Ce | 1 | 4.70 | FT | | |
| 41 | Napier Eland NEI 1 | TP | S | 805 | 2750 | 12500 | .64[2] | 675 | 2070 | 12000 | .68[2] | 585 | 1865 | 11500 | .69[2] | P | A | 10 | 7 00 | FT | 3 | FT |
| 42 | Eland NEI 3 | TP | | 500 | 2805 | 12500 | .67[2] | 420 | 2180 | 12000 | .71[2] | 355 | 1710 | 11500 | .76[2] | P | A | 19 | 7 00[7] | FT | 3 | |
| 43 | Eland NEI 6 | TP | | 915 | 3150 | 12500 | 60[2] | 775 | 2605 | 12000 | .61[2] | 615 | 2045 | 11500 | .65[2] | P | A | 19 | 7 00[7] | FT | 3 | |
| 44 | Gazelle NGa 1 | Tur | | 260 | 1260 | 20400 | .71[2] | 230 | 1100 | 19800 | .73[2] | 200 | 920 | 19000 | .77[2] | P | A | 11 | 6 37 | FT | 3 | |
| 45 | Gazelle NGa 2 | Tur | | 325 | 1650 | 20400 | .68[2] | 270 | 1300 | 19400 | .72[2] | 230 | 1050 | 18600 | .77[2] | P | A | 11 | 6 37 | FT | 3 | |
| 46 | Gazelle NGa 3 | Tur | | 340 | 1800 | 20400 | .66[2] | 285 | 1450 | 19500 | .70[2] | 245 | 1200 | 18800 | .74[2] | P | A | 11 | 6 37 | FT | 3 | |
| 47 | Gazelle NGa 4 | Tur | | 310 | 2000 | 20400 | .64[2] | 255 | 1575 | 19400 | .68[2] | 225 | 1350 | 18800 | .71[2] | P | A | 11 | 6 37 | FT | 3 | |
| 48 | Nomad NNm 6 | TP | C | 228 | 3046 | 2050 | .35[2] | 145 | 2393 | 1900 | .35[2] | | 2050 | 1450 | .33[2] | SpG | A | 12 | 8 25 | | | |
| 49 | Oryx NOr 1 | TG | | | 780 | 21900 | .68[2] | | 615 | 21000 | .73[2] | | 690 | 21400 | .70[2] | N | A | 16 | 6 00[8] | FT | 2 | |
| 50 | Oryx NOr 4 | TG | | | 865 | 22400 | .65[2] | | 692 | 21400 | .70[2] | | 778 | 21900 | .68[2] | N | A | 16 | 6 00[8] | FT | 2 | |
| 51 | Oryx NOr 5 | TG | | | 950 | 22600 | .62[2] | | 900 | 22400 | .63[2] | | 800 | 21900 | .68[2] | | A | 16 | 6 00[8] | FT | 2 | |
| 52 | Rolls-Royce Avon 1 | TJ | S | 6500 | N | 7800 | .88 | | N | | | | N | | .86 | N | A | 12 | | In | 2 | FT |
| 53 | Avon RA 7 | TJ | S | 7500 | N | | .92[1] | | N | | | | N | | | N | A | 12 | 6 50 | In | 2 | FT |
| 54 | Avon RA 21 | TJ | S | 8150 | N | | .93[1] | | N | | | | N | | | N | A | 12 | 6.40 | In | 2 | FT |
| 55 | Avon RA 24, RA 24 R | TJ | | | N | | | | N | | | | N | | | N | | | | | | |
| 56 | Avon RA 28 | | S | 10000 | N | | .86[1] | | N | | | | N | | | N | A | | | | | |
| 57 | Avon RA 29 | TJ | S | 10500 | N | | .77 | | N | | | | N | | | N | A | | | In | 2 | FT |
| 58 | Conway RCo 10 | TJ | S | 16500 | N | | | | N | | | | N | | | N | A | | | | | |
| 59 | Dart RDa 10 | TP | S | 670 | 2660 | 15000 | .64[2] | | | | | 585 | 2100 | 14500 | .66[2] | P | Ce | 2 | | In | 3 | FT |
| 60 | Dart RDa 11 | TP | S | 655 | 2100 | 15000 | .67[2] | | | | | 570 | 1820 | 14500 | .70[2] | P | Ce | 2 | | In | | |
| 61 | Dart 21 | TP | S | 430 | 1950 | 15000 | .61[2] | | | | | 315 | 1575 | 14200 | .66[2] | P | Ce | 2 | | In | | |
| 62 | Dart 506 | TP | S | 365 | 1400 | 14500 | .73[2] | | | | | 295 | 1170 | 13800 | .87[2] | P | Ce | 2 | 5.50 | In | 2 | FT |
| 63 | Dart 510 | TP | S | 370 | 1600 | 14500 | .69[2] | | | | | 300 | 1365 | 14000 | .79[2] | P | Ce | 2 | 5.50 | In | 2 | FT |
| 64 | Dart 511 | TP | S | 370 | 1600 | 14500 | .70[2] | | | | | 300 | 1460 | 14200 | .77[2] | P | Ce | 2 | 5.50 | In | 2 | FT |
| 65 | Dart 520 | TP | S | 495 | 1700 | 15000 | .70[2] | | | | | 295 | 1720 | 14400 | .71[2] | P | Ce | 2 | 5.75 | In | 3 | FT |
| 66 | Dart 525, 528 | TP | S | 500 | 1800 | 15000 | .68[2] | | | | | 440 | 1650 | 14400 | .70[2] | P | Ce | 2 | 5.75 | In | 3 | FT |
| 67 | Dart 526, 527, 529 | TP | S | 505 | 1910 | 15000 | 66[2] | | | | | 445 | 1750 | 14400 | 68[2] | P | Ce | 2 | 5 60 | In | 3 | FT |
| 68 | Nene 103 | TJ | S | 5400 | N | 12700 | 1.07[1] | | N | | | 4240 | N | 12000 | 1 05[1] | N | Ce | 2 | 4.54 | In | 1 | FT |
| 69 | RB 108 | TJ | | | N | | | | N | | | | N | | | N | | | | | | |
| 70 | Soar RSr 2 | TJ | S | 1810 | N | | 1.26[1] | | N | | | | N | | | N | A | | | | | |
| 71 | Tyne RTy 1 | TP | S | 1265 | 4795 | 15250 | .49[2] | | | | | | | | | P | A | | 13 00 | | | |
| 72 | Tyne RTy 11 | TP | S | 1290 | 4885 | 15250 | .47[2] | | | | | 1080 | 4455 | 14100 | .47[2] | P | A | | | | | |

**ABBREVIATIONS**

1—Lb./hr./lb. thrust.
2—Lb./hp./hr.
3—Lb./hr.
4—Air horsepower.
5—Lb./air hp./hr.
6—Included in main pump.
7—Main compressor only; auxiliary compressor, 4.50.
8—Main compressor only; auxiliary compressor, 1.80.
**A**—Axial.
**Ac**—Air compressor.
**AC**—Axial centrifugal.
**An**—Annular.
**AP**—Auxiliary power unit.
**AS**—Air supply.
**Ba**—Ball.
**Br**—Breeze Corp.
**B-S**—Bronzavia-Sneema.
**C**—Coupled.
**Ce**—Centrifugal.
**CE**—Chandler-Evans Co.
**CL**—Clamped.
**Cn**—Cannular.
**Cy**—Cylindrical.
**De**—Diesel fuel.
**Del**—Delco.
**DF**—Direct flow.
**Do**—Dovetail.
**Dow**—Dowty.
**Du**—Dual entry.
**Du F**—Ducted fan.
**E**—Electronic.
**EP**—Epicyclic.
**FA**—Furnished by airframe manufacturer.
**FI**—Flame.
**FP**—Furnished by propeller manufacturer.

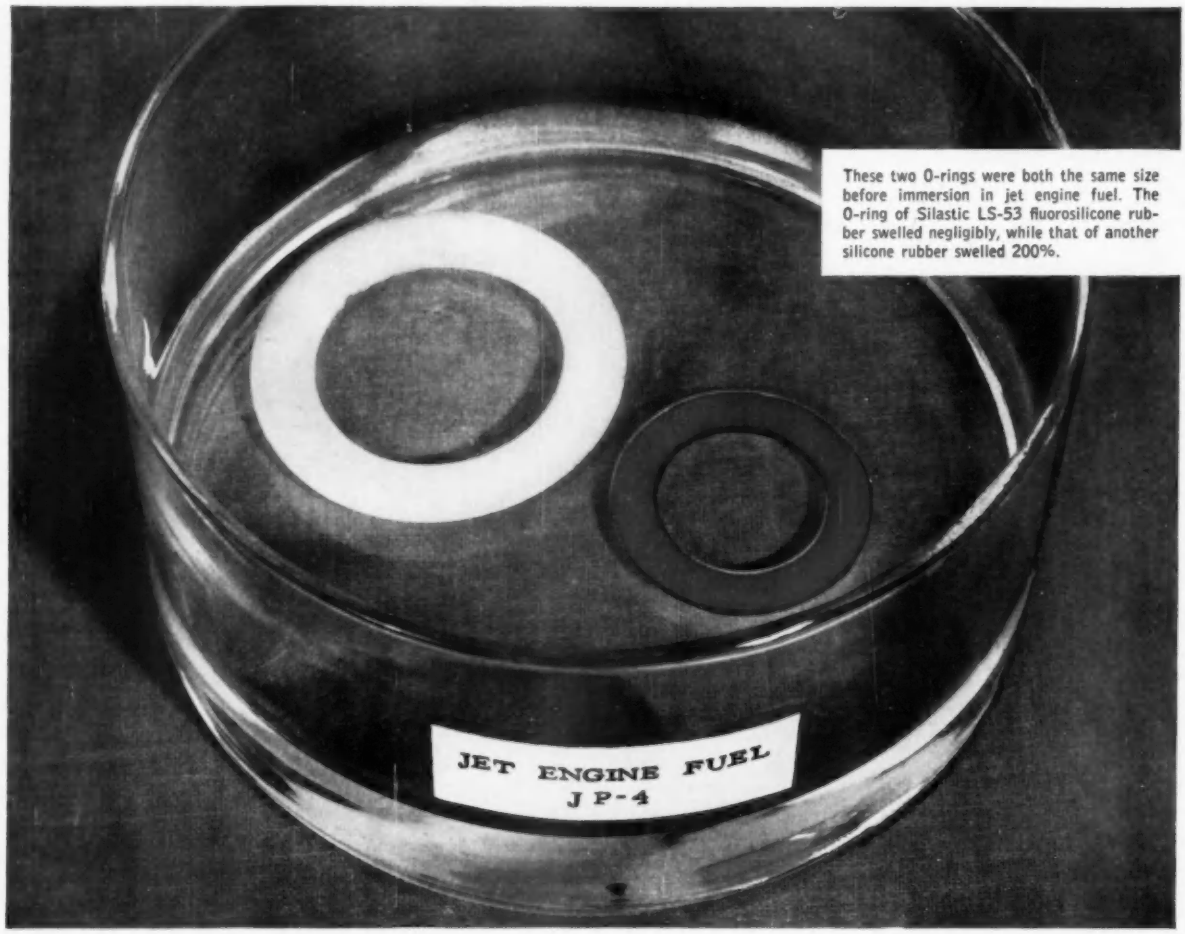
***For Directory of the Gas Turbine Manufacturers listed above, see Table of Contents***

# TURBINES—*concluded*

| Arrangement | COMBUSTION CHAMBERS: No. Used | COMBUSTION CHAMBERS: Material | COMBUSTION CHAMBERS: Air Intake | FUEL SYSTEM: No. of Pumps | FUEL SYSTEM: No. of Emergency Pumps | FUEL SYSTEM: Fuel Controls | FUEL SYSTEM: Afterburning | FUEL SYSTEM: Recommended Octane Rating of Fuel | FUEL SYSTEM: No. Fuel Nozzles per Combustion Chamber | IGNITION SYSTEM: No. of Ignitors | IGNITION SYSTEM: Type of Igniter | LUBRICATION: Sump Capacity (Pts.) | LUBRICATION: Max. Oil Consumption (Pts./Hr.) | MAKE OF COMPONENT PARTS: Starter | MAKE OF COMPONENT PARTS: Generator | MAKE OF COMPONENT PARTS: Governor | MAKE OF COMPONENT PARTS: Vacuum Pump | MAKE OF COMPONENT PARTS: Fuel Pumps | OVERALL DIMENSIONS: Length (In.) With Extension Pipe | OVERALL DIMENSIONS: Length (In.) Without Extension Pipe | OVERALL DIMENSIONS: Max. Diameter (In.) | DRY WEIGHT: With Component Parts (Lb.) | DRY WEIGHT: Without Component Parts (Lb.) | Line Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **FRANCE—*concluded*** | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | To | | | | | | | | 64 7 | | 22 0 | 530 | | 1 |
| | | | | | | | | | | 2 | To | | | | | | | | 48 0 | | | 200 | | 2 |
| | | | | | | | | | | 2 | To | | | | | | | | 53 5 | | 16 0 | 260 | | 3 |
| | | | | | | | | | | | To | | | | | | | | | 48 8 | 22 8 | 370 | | 4 |
| | | | | | | | | | | 2 | To | | | | | | | | 60 5 | | 21 6 | | 585 | 5 |
| | | | | | | | | | | | To | | | | | | | | 69 0 | | 21 6 | 575 | | 6 |
| | | | | | | | | | | 2 | To | | | | | | | | 56 2 | | 21 4 | 350 | | 7 |
| | | | | | | | | | | | HE | | | | | | | | 71.0 | | 18 1 | 245 | | 8 |
| **GREAT BRITAIN** | | | | | | | | | | | | | | | | | | | | | | | | |
| An | 1 | NS | DF | 1 | N | | N | K,De | 24 | 2 | HE | 69 0 | .5 | Rot | FA | Dow | FA | Dow | 98 7 | | 52 8 | 2420 | | 9 |
| An | 1 | NS | DF | 1 | N | | N | | 24 | 2 | HE | | 1 0 | Rot | FA | Dow | FA | Dow | 98 6 | | 56 5 | 2552 | 2450 | 10 |
| An | 1 | NS | DF | 1 | N | | N | G,K | 24 | 2 | HE | 39 0 | .5 | Rot | Rot | Luc | FA | Dow | 61 4 | | 33 9 | | 1003 | 11 |
| An | | | DF | 1 | | H | N | | 12 | 2 | HE | | | Rot | | | | Luc | | 98.6 | 56 6 | 2450 | 2513 | 12 |
| An | 1 | NS | DF | 1 | N | | N | K | 36 | 2 | | 16 0 | 1 5 | Rot | FA | Dow | FA | Dow | 133 9 | 107 0 | 37 3 | | 2670 | 13 |
| An | 1 | NS | DF | 1 | N | | | K | 24 | 2 | | 24 0 | 1 0 | BTH | FA | Dow | FA | Dow | 132 0 | | 37.9 | | 3075 | 14 |
| An | 1 | NS | DF | 2 | N | | N | K,G | 24 | 2 | | 14 0 | 1.5 | Own | FA | Luc | FA | Luc | | 65 8 | 28 0 | | 550 | 15 |
| An | 1 | NS | DF | 1 | N | H | N | K | 24 | 2 | | 14.0 | 1.5 | Rot | FA | Luc | FA | Luc | 65 8 | 45 6 | 24 3 | | 510 | 16 |
| An | | | DF | 1 | N | | N | | 24 | 2 | | | 1.5 | Rot | FA | Luc | FA | Luc | | 69 2 | 24 3 | | 570 | 17 |
| An | 1 | | DF | 1 | | H | N | | 24 | 2 | HE | | 1 3 | FA | FA | FA | | FA | | 69 2 | 24 3 | 535 | 507 | 18 |
| | | | | | | H | N | | | 2 | HE | | | | | | | Luc | | 60 0 | 30 0 | 450 | 400 | 19 |
| | | | | | | | | | | | | | | | | | | | 85 0 | | 30 0 | 425 | | 20 |
| An | 1 | NS | DF | 1 | N | M | N | | RI | 1 | To | 8 0 | .5 | Ple | Rot | Luc | N | Ple | 44 5 | 33 0 | 18 0 | | 206 | 21 |
| An | 1 | | | 1 | N | M | N | | RI | 1 | Sp | 6 0 | .5 | Ple | Rot | Luc | N | Ple | | | | | | 22 |
| An | 1 | NS | DF | 1 | N | | N | | RI | 1 | To | 8 0 | .5 | Ple | Rot | Luc | N | Ple | | 44 0 | 19 5 | | 306 | 23 |
| An | 1 | NS | DF | 1 | N | M | N | | RI | 1 | To | 8 0 | .5 | Ple | Rot | Luc | N | Ple | 43 8 | 30 0 | 18 0 | | 168 | 24 |
| An | 1 | NS | DF | 1 | N | M | N | | RI | 1 | To | 8 0 | .5 | Ple | Rot | Luc | N | Ple | | 52 2 | 18 8 | | 310 | 25 |
| Cn | 10 | | DF | 1 | N | | N | | 1 | 2 | | | 2.0 | | | Luc | | Luc | | 112 3 | 41 8 | 3200 | | 26 |
| Cn | 7 | | DF | 1 | N | | N | | 1 | 2 | | 12.0 | 2 0 | Rot | Rot | Luc | N | Luc | | 73 0 | 32 4 | | 790 | 27 |
| Cn | 7 | | DF | 1 | N | | N | | 1 | 2 | | 14 0 | 2.0 | BTH | Lab | Luc | N | Luc | | 75 5 | 32 4 | | 825 | 28 |
| Cn | 7 | | DF | 1 | N | | N | | 1 | | | | | | | | | | | | | | | 29 |
| | | | | | | | N | | | | | | | | | | | | | | | | | 30 |
| | | | | | | | Y | | | | | | | | | | | | | | | | | 31 |
| Cn | 10 | | DF | 1 | N | | N | | 1 | | | | | | | | | | | 132 0 | 42 4 | | 3750 | 32 |
| Cn | | | | 1 | N | | N | | 1 | | | | | | | | | | | 132 0 | 42 4 | | | 33 |
| Cn | | | | | | | | | | | | | | | | | | | | 126 4 | 41 8 | | | 34 |
| Cy | 8 | NS | | 1 | N | | N | | 1 | 2 | | | 2 0 | Rot | Rot | Luc | N | Luc | | 100 6 | 39 5 | 2945 | | 35 |
| Cy | 8 | NS | | 1 | N | | N | | 1 | 4 | | | 2 0 | Rot | Rot | Luc | N | Luc | | 100.6 | 40.1 | 2900 | | 36 |
| An | | | DF | 1 | | HM | Y | | 17 | 2 | Sp | | | Own | | | | Dow | 102 9 | | 41.1 | | | 37 |
| An | | NS | DF | 2 | | HM | Y | | 17 | 2 | Sp | 32 0 | | Own | | | | Luc | 155 5 | 121.3 | 55 2 | 4270 | | 38 |
| Cy | 16 | NS | DF | 2 | | | N | | 1 | 2 | Sp | 10 0 | 2 0 | Rot | RNB | Own | Ple | Luc | | 100 5 | 49.9 | 1630 | | 39 |
| Cy | 10 | NS | DF | 1 | | HM | N | | 1 | 2 | Sp | 18 0 | 2.5 | Rot | BTH | | | Luc | 129 0 | 63.4 | 52.7 | 2179 | | 40 |
| Cy | 6 | NS | DF | 1 | N | M | N | | 1 | 2 | Sp | Dry | 2 0 | Rot | | Rtl | | Luc | | 122 0 | 36 1 | 1575 | | 41 |
| Cy | 6 | NS | DF | 1 | N | HM | N | | 1 | 2 | Sp | Dry | 2 0 | Rot | | Rtl | | Luc | | 158 3 | 36 1 | 2350 | | 42 |
| Cy | 6 | NS | DF | 1 | N | M | N | | 1 | 2 | Sp | Dry | 2.0 | Rot | | Rtl | | Luc | | 122.0 | 36 1 | 750 | | 43 |
| Cy | 6 | NS | DF | 1 | N | HM | N | | 1 | 2 | Sp | Dry | 1.0 | BTH | | | | Luc | 70 0 | | 33 5 | 780 | | 44 |
| Cy | 6 | NS | DF | 1 | N | HM | N | | 1 | 2 | Sp | Dry | 1.0 | BTH | | | | Luc | 70 0 | | 33 5 | 830 | | 45 |
| Cy | 6 | NS | DF | 1 | N | HM | N | | 1 | 2 | Sp | Dry | 1.0 | BTH | | | | Luc | 70 0 | | 33 5 | 865 | | 46 |
| | 6 | NS | DF | 1 | N | HM | N | | 1 | 2 | Sp | Dry | 1.0 | BTH | | | | Luc | 70 0 | | 33 5 | 900 | | 47 |
| | 3 | | | 1 | | M | | K,De,G | 1 | | | | 2 2 | Rot | | | | | | 109 6 | 58 5 | | 3580 | 48 |
| Cy | 5 | NS | DF | 1 | N | M | N | | 1 | 2 | Sp | Dry | 1 0 | Rot | | | | Luc | | 83 5 | 19 3 | 495 | | 49 |
| Cy | 5 | NS | DF | 1 | N | M | N | | 1 | 2 | Sp | Dry | 1.0 | Rot | | | | Luc | | 83 5 | 19 3 | 495 | | 50 |
| Cy | 5 | NS | DF | 1 | N | M | N | | 1 | 2 | Sp | Dry | 1 0 | Rot | | | | Luc | 83 5 | | 19 3 | 515 | | 51 |
| Cy | 8 | NS | DF | | N | | N | K | 1 | 2 | To | 16 0 | 1 5 | Ple | N | | N | Luc | | 103 1 | 42 4 | | 2240 | 52 |
| Cy | 8 | | DF | 2 | N | | N | K | 1 | 2 | HE | 16 0 | 1 0 | Ple | | | | Luc | | 102 1 | 42 2 | | 2460 | 53 |
| Cy | 8 | NS | DF | 2 | N | | | K | 1 | 2 | HE | 16 0 | 1.0 | Ple | | | | Luc | | 102.1 | 42.2 | | 2520 | 54 |
| | | | DF | | | | | | | | | | | | | | | | | | | | | 55 |
| An | | | DF | | | | | K | | | | | | | | | | | | 113 3 | 41 5 | | 4890 | 56 |
| Cn | 8 | NS | DF | 2 | N | M | N | K,JP-1 or 2 | 1 | 2 | HE | 9 6 | .8 | Rot | Rot | | N | Luc | | 126 0 | 44 5 | | 3320 | 57 |
| Cn | | | DF | | | | | K | | | | | | | | | | | | 130 7 | 42 0 | | | 58 |
| Cy | 7 | | DF | 1 | N | M | N | K | 1 | 2 | HE | 25 0 | 1 0 | Rot | N | | N | Luc | | 98 4 | 37 9 | | 1320 | 59 |
| Cy | 7 | NS | DF | 1 | N | | N | K | | 2 | HE | 25 0 | 1.0 | Rot | N | | N | Luc | | 98 4 | 37 9 | | 1320 | 60 |
| Cy | 7 | NS | DF | 1 | N | | N | K | 1 | 2 | HE | 25 0 | 1 0 | Rot | N | | N | Luc | | 97 6 | 37 9 | | 1240 | 61 |
| Cy | 7 | NS | DF | 1 | N | M | N | K,JP-1 or 0 | 1 | 2 | HE | 25.0 | 1.0 | Rot | N | | N | Luc | | 95 0 | 38 0 | | 1044 | 62 |
| Cy | 7 | NS | DF | 1 | N | M | N | K,JP-1 or 0 | 1 | 2 | HE | 25.0 | 1 0 | Rot | N | | N | Luc | | 97 0 | 38 0 | | 1110 | 63 |
| Cy | 7 | NS | DF | 1 | N | M | N | K,JP-1 or 0 | 1 | 2 | HE | 25.0 | 1.0 | Rot | N | | N | Luc | | 97 0 | 38 0 | | 1195 | 64 |
| Cy | 7 | | DF | 1 | N | M | N | K | 1 | 2 | HE | | | | N | | N | Luc | | 97.6 | 27.9 | | 1250 | 65 |
| Cy | 7 | | DF | 1 | N | M | N | K | 1 | 2 | HE | | | | N | | N | Luc | | 97 6 | 37.9 | | 1250 | 66 |
| Cy | 7 | NS | DF | 1 | N | M | N | K | 1 | 2 | HE | 25.0 | 1 0 | Rot | N | | N | Luc | | 97.0 | 37 9 | | 1250 | 67 |
| Cy | 9 | NS | DF | 2 | N | M | N | K,JP-1 or 0 | 1 | 2 | HE | 13.5 | 1 0 | Ple | N | | N | Luc | | 78 0 | 49.5 | | 1612 | 68 |
| | | | DF | | | | | | | | | | | | | | | | | | | | | 69 |
| An | | | DF | | | | | K | | | | | | | | | | | | 58 9 | 15.8 | | 275 | 70 |
| | | | | | | | | | | | | | | | | | | | | 110 1 | 39.4 | | 2063 | 71 |
| | | | DF | | | | | | | | | | | | | | | | | 110.1 | 39.4 | | 2062 | 72 |

**FT**—Fir tree.
**G**—Gasoline.
**GE**—General Electric.
**Gov**—Government furnished equipment.
**H**—Hydraulic.
**HE**—High energy.
**HM**—Hydro-mechanical.
**HS**—Hamilton-Standard.
**In**—Integral.
**JH**—Jack and Heintz.
**K**—Kerosene.
**Luc**—Lucas.
**M**—Mechanical.
**MF**—Mixed flow.
**N**—No or none.
**Ne**—Negligible.
**NS**—Nimonic sheet.
**P**—Planetary.
**Pes**—Pesco.
**Ple**—Plessey.
**Pn**—Pneumatic.
**RF**—Reverse flow.
**RI**—Rotary injector.
**RNB**—Rotax, Newton or B. T. H.
**Rot**—Rotax.
**Rtl**—Rotol.
**S**—Single.
**SG**—Spark and glow.
**Sp**—Spark.
**Sp G**—Spur gear.
**SS**—Stainless steel.
**ST**—Shaft turbine.
**TF**—Through flow.
**TG**—Turbo gas generator.
**Th**—Thompson Products.
**TJ**—Turbo-jet.
**To**—Torch.
**TP**—Turbo-prop.
**Tur**—Free turbine engine.
**Var**—Various.
**W**—Welded. **Ww**—Woodward.
**Y**—Yes.

***For Directory of the Gas Turbine Manufacturers listed above, see Table of Contents***




These two O-rings were both the same size before immersion in jet engine fuel. The O-ring of Silastic LS-53 fluorosilicone rubber swelled negligibly, while that of another silicone rubber swelled 200%.

# SILASTIC
## SILICONE RUBBER
# now resists fuels, oils, solvents

**For resistance to fuels, oils and solvents, specify Silastic LS**

**Get latest data on Silastic. Mail coupon today**

Aircraft and automotive fuels, oils, and solvents won't deteriorate Silastic* LS-53, a new Dow Corning fluorocarbon silicone rubber. Silastic LS-53 has unusual resistance to other organic chemicals as well as silicone fluids. In physical properties, such as low compression set and serviceability at −80 or 500 F, Silastic LS-53 resembles other silicone rubbers. Available from leading rubber companies.

Dow Corning Corporation, Dept. O63
Midland, Michigan
Please send me latest data on Silastic

NAME _____

COMPANY _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

### Typical Properties of Silastic LS-53
*(cured 24 hours at 300 F)*

| | |
|---|---|
| • Tensile strength, psi | 1000 |
| • Elongation, % | 170 |
| • Compression set, %, 22 hrs @ 300 F | 22 |
| • Brittle Point, °F | −90 |
| • Solvent Resistance, % swelled | |
| ASTM No. 3 Oil, 21 days @ 300 F | 3 |
| Jet Fuel JP4, 15 days @ 250 F | 18 |

*T.M. REG. U.S. PAT. OFF.

**If you consider ALL the properties of a silicone rubber, you'll specify SILASTIC**

first in silicones

**Dow Corning CORPORATION**
MIDLAND, MICHIGAN

# AIR BRIEFS

By RALPH H. McCLARREN

## Aircraft Backlog Drops

Backlog of orders for complete aircraft, engines and propellers during the third quarter of 1957 (ended Sept. 30) amounted to $14,431 million, an 11 per cent decrease from the backlog of $16,304 million in the second quarter, the most recent Department of Commerce survey reports.

The third quarter backlog for 1957 is a 21 per cent drop from the same period in 1956. The peak backlog since 1945 was $18,906 million reported for the second quarter of 1953. Orders placed by the U. S. military services represented 70 per cent of the aircraft backlog, 79 per cent of the aircraft engine orders and 80 per cent of the propeller backlog.

## Seventeen Helicopter Models in Production

The ten member companies of the Helicopter Council of the Aircraft Industries Association today have 17 different helicopter models in production.

Largest helicopter in production is the Sikorsky 26-place S-56. This 'copter has a gross weight of 31,000 lb, a range of 100 miles and a maximum speed of 130 mph. Smallest helicopter in production is the Bell 47K which carries two persons.

## Shipment of Utility and Executive Aircraft During 1957

The shipment and purchase of utility and executive aircraft, excluding military, helicopters and gliders, reached a record of 6118 during 1957. The shipment value of these aircraft was $99,652,000 figured at manufacturers' net billing price.

Companies and corporations continue to appreciate the advantage general aircraft offers in promoting their business, broadening its base of operations and increasing efficiency.

Following is a listing of the nine manufacturers reporting on shipments for 1957:

| | |
|---|---|
| **Aero Design** | |
| Model 560A, E | 34 |
| Model 680 | 105 |
| **Beech** | |
| Bonanza | 515 |
| Model D185S | 7 |
| Model E18S | 110 |
| Twin Bonanza | 108 |
| B-45 | 39 |
| 95 | 9 |
| **Call Air** | |
| Model A4 | 33 |
| **Cessna** | |
| 170B | 36 |
| 172 | 939 |
| 180 | 438 |
| 182 | 835 |
| 195 | 1 |
| 310 | 82 |
| 310B | 68 |
| L-19[a] | 90 |
| **Champion** | |
| Model 7EC | 110 |
| Model 7FC | 107 |
| **Helio** | |
| H 391B | 32 |
| H 392 | 1 |
| **Mooney** | |
| Mark 20 | 107 |
| **Piper** | |
| Super Cub | 799 |
| Tri Pacer | 1,101 |
| Apache | 400 |
| **Taylorcraft** | |
| Model 20 | 12 |
| TOTAL | 6,118 |

[a] 90 L-19's sold to the French Government. Since the sale was not made through the U. S. Military Services it is considered a civilian transaction.

## Lockheed Aircraft Service Expands

Lockheed Aircraft Service, Inc., has acquired the Oakland, Calif., maintenance facilities of California Eastern Aviation, Inc. Full operation of the new base by LAS commenced Saturday, March 1.

The Oakland installation becomes the fourth in a chain of aircraft maintenance and overhaul bases which Lockheed Aircraft Service operates. Other facilities are located at Ontario, Calif., International Airport, New York International Airport and Honolulu Airport. LAS also conducts a technical assistance program for the Government of Japan in that country and a special devices division at Pomona, Calif.

## Eisenhower Becomes Member of AOPA

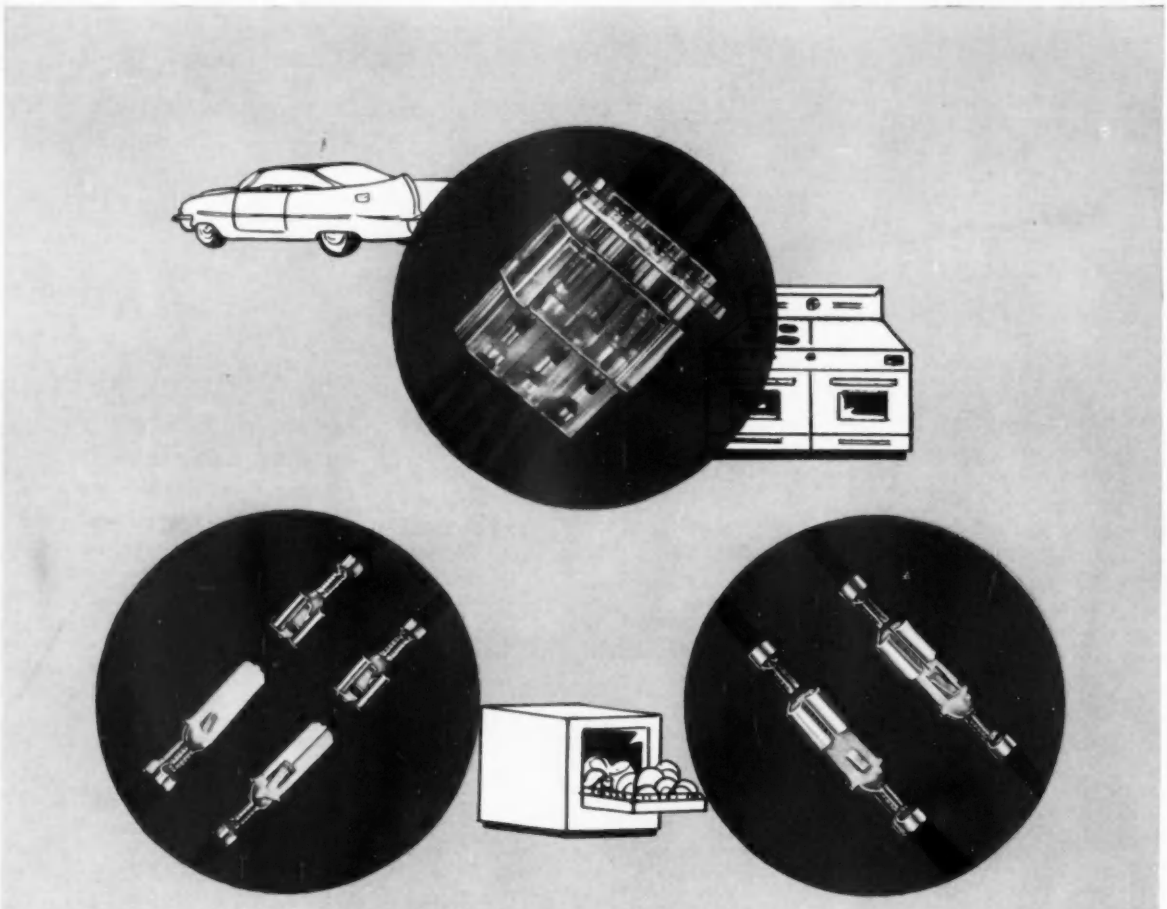
President Dwight D. Eisenhower is the first president to qualify for membership in the Aircraft Owners and Pilots Association.

AOPA invited Mr. Eisenhower into the organization because of the encouragement he has given general aviation through the use of his light aircraft, twin-engine Aero Commander and on the fact that Mr. Eisenhower qualified for his pilot license CAA No. 93258 on October 30, 1939.

## Flight Attitude Indicators Systems

Lear, Inc., of Grand Rapids, Mich., has received a $4,890,610 contract from the Air Materiel Command for the company's new Master Attitude Reference System.

(*Turn to page* 387, *please*)



# A True Short Cut to Superior Circuit Connections . . .
# The NEW A-MP FASTIN-FASTON Harness Connector . . .
# . . . VIBRATION RESISTANT • VERSATILE • COMPACT

- For appliance and automotive wiring, Fastin-Faston saves time, money, trouble . . . in both designing and production.
- Firm wire support . . . perfect conductivity under severe vibration conditions even as a free hanging unit. Simplifies such operations as the connecting of wall switches to built-in ranges . . . top with bottom circuits in clothes washers . . . front and back assemblies to car electrical systems.
- Connects up to six separate circuits when polarized unit is snapped together.
- Finger grip engagement and disengagement.
- Uses quick, easy-to-apply Faston Terminals. Housing is fabricated of nylon for superior mechanical and electrical performance. UL approved.

*Write today for additional information of A-MP® Fastin-Faston Harness Connectors.*

## AMP INCORPORATED

GENERAL OFFICES; HARRISBURG, PENNSYLVANIA

A-MP products and engineering assistance are available through wholly-owned subsidiaries in: Canada•England•France•Holland•Japan

# NEW FROM DU PONT RESEARCH

## Remarkable, resilient **FAIRPRENE**® performs continuously to 500°F; resists fuels, lubricants, solvents and harsh chemicals

### PHYSICAL PROPERTIES

| | Original | After 72 hrs. in dry air at: 450°F | 500°F |
|---|---|---|---|
| Tensile strength | 1410 | 1270 | 1173 |
| Elongation, Ultimate, % | 200 | 153 | 153 |
| Durometer, Shore A | 75 | 75 | 80 |

Tests were made on new "Fairprene" fluoroelastomer sheet stocks of .043" gauge and 24" width. Tests show excellent maintenance of basic properties to 500°F.

Now, Du Pont research has developed an elastic, resilient material—"Viton" A fluoroelastomer—with remarkable high-temperature and chemical resistance. In tests, "Fairprene"* sheet stocks and coated fabrics of this new material for gasketing and diaphragm show excellent maintenance of basic properties at 500°F. This new "Fairprene" resists acids, alkalies, ozone and weathering. It resists swelling and deterioration in solvents, oils, lubricants and fuels. For more information about these new "Fairprene" sheet stocks and coated fabrics of amazing "Viton" A*, mail the coupon—no obligation.

### IMMERSION TESTS

| Fluid or Fuel Specification | Temperature level—°F | Volume swell—% |
|---|---|---|
| JP-4 Fuel (Kerosene-base jet fuel) | 212 | 1.7 |
| JP-5 Fuel (Kerosene-base jet fuel) | 350 | 5.9 |
| Univis J43 Hydraulic Fluid (Oil type) | 500 | 5.9 |
| Turbo Oil #15 (Diester-type lubricating oil) | 500 | 16.0 |
| ASTM #3 Oil (Petroleum base, low aniline point oil) | 500 | 8.5 |
| ASTM #1 Oil (Petroleum base, high aniline point oil) | 500 | 0.0 |
| OS45 (Silicate ester base hydraulic fluid) | 350 | 6.5 |
| SR6 (High aromatic test fluid) | Room Temp. | 3.4 |
| SR10 (High aliphatic test fluid) | Room Temp. | 0.0 |
| Benzol (Basic aromatic hydrocarbon solvent) | Room Temp. | 19.3 |

Tests were made on new "Fairprene" fluoroelastomer sheet stock of .043" gauge and 24" width. Information on fluids or fuels not included can be developed by our laboratory on request.

**DU PONT INDUSTRIAL COATED FABRICS SHEET STOCKS • CEMENTS**

DU PONT
REG. U.S. PAT. OFF.

BETTER THINGS FOR BETTER LIVING . . . THROUGH CHEMISTRY

*"*Fairprene" is Du Pont's registered trademark for its coated fabrics, sheet stocks and cements. "Viton" A is Du Pont's registered trademark for one of its synthetic rubbers.*

**Mail coupon now for more information about new "Fairprene" with amazing "Viton" A**

E. I. du Pont de Nemours & Co. (Inc.)
Fabrics Division, Dept. AI-83, Wilmington 98, Delaware.

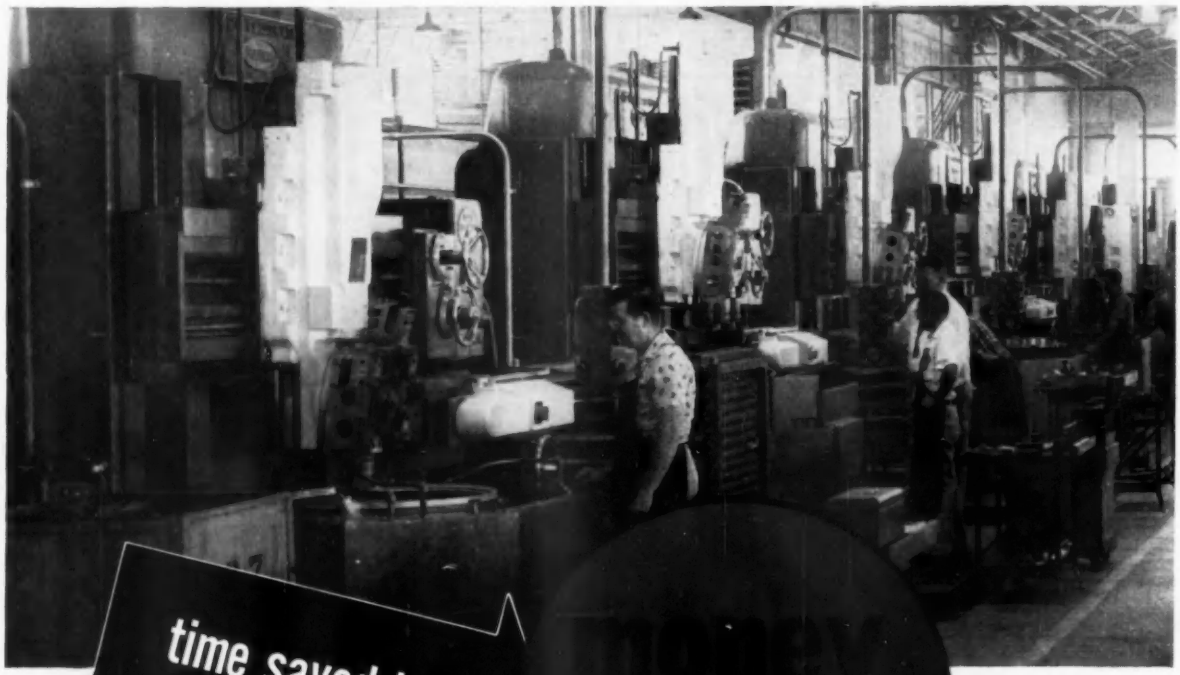
Please send me more information on this new "Fairprene" with remarkable high temperature and chemical resistance.

Name _____ Position _____

Company _____

Address _____

City _____ State _____



time saved is . . .

money

BULLARD

**The application of Bullard Mau-Au-Trol Vertical Turret Lathes, Model 75, to the machining of aircraft turbine compressor cases clearly demonstrates the superiority of automatic operation.**

According to Mr. George E. Saupe, Chief Manufacturing Engineer at Solar Aircraft Co., San Diego, California, these are some of the advantages:

**1** Spoilage practically eliminated.

**2** Machining time reduced from 14 hours to 1 hour and 42 minutes per unit.

**3** In process inspection unnecessary.

**4** Better production control.

**5** Reduces error of the operator.

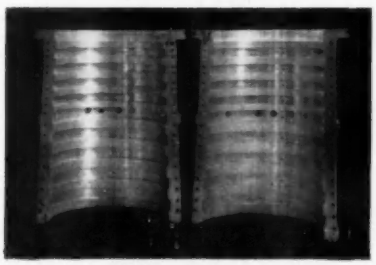
**6** Less work in process inventory.

**A call, to your nearest Bullard Sales Office or Distributor, can be your first step toward time saved and money earned with your machining problems.**

SOLAR JUPITER COMPRESSOR CASE



ROUGH PIECE



FINISHED PIECE

**THE BULLARD COMPANY**
**BRIDGEPORT 9, CONNECTICUT**

# AFFILIATED INDUSTRIES SECTION

BUSINESS INDICATORS

MACHINE TOOLS

MATERIALS HANDLING

TIRES AND TUBES

MATERIALS

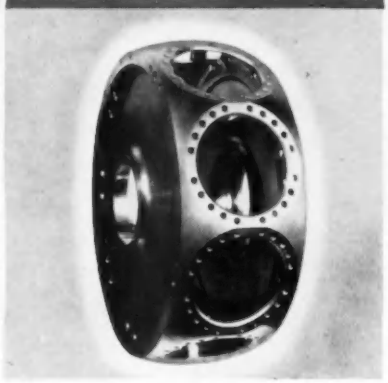
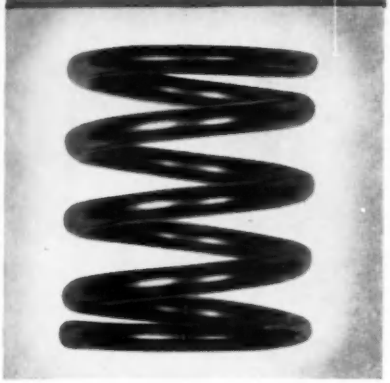
CONSTRUCTION AND OFF-HIGHWAY EQUIPMENT SPECIFICATIONS

# AUTOMOTIVE INDUSTRIES

40TH ANNUAL

# STATISTICAL ISSUE 1958

4

| DEBURRING ALUMINUM CASTING | FINISHING CHROME—MOLLY CRANKCASE | DESCALING, POLISHING STEEL ALLOY SPRING |
|---|---|---|
|  |  |  |



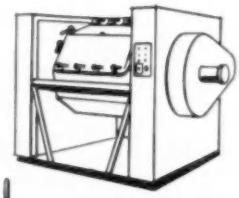

COMPOUND



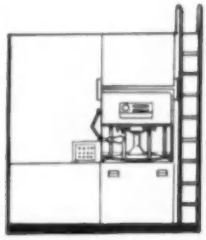

CHIPS

# whatever your finishing problem

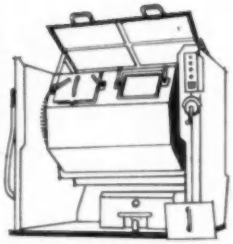
## ... IT WILL PAY YOU TO TAKE ADVANTAGE OF *Roto-Finish* PROCESSING SERVICE



DUAL-ACTION MACHINE



ROTO-MATIC



DOUBLE COMPARTMENT MODEL DW 45-36-2

If you're hand finishing...take a good, hard look at the dollars you're spending on hand finishing operations with today's high cost of skilled labor. We know Roto-Finish can save you up to 80% of these costs.

If you're barrel finishing already . . . you'll find Roto-Finish can reduce your finishing costs with the *right combination* of equipment, chips, compounds, and more important . . . processing experience. What's more, Roto-Finish processing will increase your production, give uniformity and precise dimensional control. We'll be glad to prove this to you *before you invest* in finishing equipment of any kind.

**IT WILL PAY YOU TO WRITE OR PHONE US AT KALAMAZOO TODAY.**

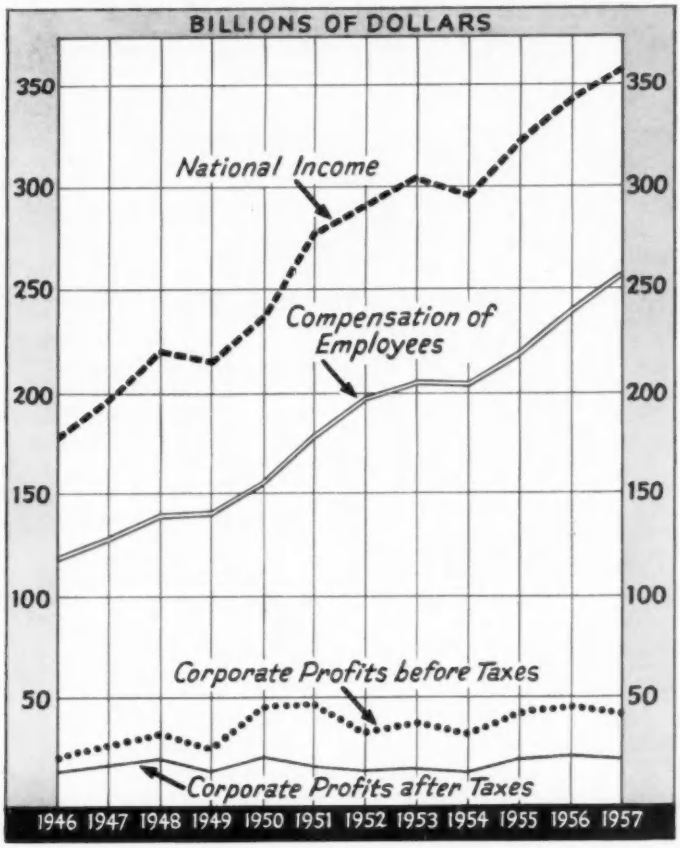
ROTO FINISH

*Roto-Finish* COMPANY

3713 Milham Road
KALAMAZOO, MICHIGAN
Phone: FIRESIDE 35578

**FOREIGN REPRESENTATIVES:** ARGENTINA—Taller—Buenos Aires ● AUSTRALIA—A. Flavell Ltd.—Cheltenham ● BRAZIL—Commercial E. Industrial de Fornos Werco, Ltd.—Rio de Janeiro ● CANADA—Canadian Hanson & Van Winkle Co., Ltd.—Toronto ● ENGLAND—Roto-Finish Ltd.—Hemel Hempstead ● FRANCE—Societe Roto-Finish—Paris ● GERMANY, AUSTRIA, NORWAY, SWEDEN, SWITZERLAND—Metallgesellschaft A. G.—Frankfurt, a. M.—Germany ● HOLLAND, BELGIUM, LUXEMBURG—N. V. Roto Finish Maatschappij—Delft, Holland ● ITALY—Societa Roto-Finish a R. L.—Milan ● SPAIN—Instituto Electroquimico, S. A.—Barcelona

## NATIONAL INCOME AND CORPORATE PROFITS




## Purchasing Power of the 1947-1949 Dollar

*Office of Business Economics, Department of Commerce*

| 1957 | As Measured by Wholesale Prices | As Measured by Consumer Prices |
|---|---|---|
| January | 85.5 | 84.6 |
| February | 85.5 | 84.2 |
| March | 85.5 | 84.1 |
| April | 85.3 | 83.8 |
| May | 85.4 | 83.6 |
| June | 85.2 | 83.2 |
| July | 84.6 | 82.8 |
| August | 84.5 | 82.6 |
| September | 84.7 | 82.6 |
| October | 84.9 | 82.6 |
| November | 84.7 | 82.2 |
| December | 84.4 | 82.2 |
| **Yearly Averages** | | |
| 1957 | 85.0 | 83.2 |
| 1956 | 87.5 | 86.1 |
| 1955 | 90.3 | 87.3 |
| 1954 | 90.7 | 87.1 |
| 1953 | 90.8 | 87.4 |
| 1952 | 89.6 | 88.1 |
| 1951 | 87.1 | 90.1 |
| 1950 | 97.0 | 97.3 |
| 1949 | 100.8 | 98.2 |
| 1948 | 95.8 | 97.3 |
| 1947 | 103.7 | 104.7 |

## National Income by Selected Distributive Shares, 1946-1957

All data are in Millions of Dollars

| Year | National Income | Compensation of Employees | Corporate Profits: Before Taxes | Corporate Profits: Tax Liability | Corporate Profits: After Taxes | Corporate Dividends | Retained Profits | Net profits as % of Nat. Income |
|---|---|---|---|---|---|---|---|---|
| 1946 | $179,577 | $117,697 | $22,551 | $ 9,111 | $13,440 | $ 5,784 | $ 7,656 | 7.48 |
| 1947 | 197,168 | 128,757 | 29,525 | 11,283 | 18,242 | 6,521 | 11,721 | 9.25 |
| 1948 | 221,641 | 140,927 | 32,769 | 12,510 | 20,259 | 7,248 | 13,011 | 9.14 |
| 1949 | 216,193 | 140,858 | 26,198 | 10,411 | 15,787 | 7,458 | 8,329 | 7.30 |
| 1950 | 239,956 | 154,325 | 39,970 | 17,829 | 22,141 | 9,207 | 12,934 | 9.22 |
| 1951 | 277,041 | 180,420 | 41,173 | 22,476 | 18,697 | 9,090 | 9,607 | 6.75 |
| 1952 | 290,177 | 195,095 | 35,936 | 19,788 | 16,148 | 9,000 | 7,148 | 5.56 |
| 1953 | 302,129 | 208,069 | 37,039 | 20,304 | 16,735 | 9,310 | 7,425 | 5.54 |
| 1954 | 298,955 | 206,849 | 33,452 | 17,429 | 16,023 | 9,874 | 6,149 | 5.36 |
| 1955 | 324,068 | 223,072 | 42,473 | 21,520 | 20,953 | 11,048 | 9,905 | 6.47 |
| 1956 | 343,620 | 241,372 | 43,008 | 21,959 | 21,049 | 11,874 | 9,175 | 6.13 |
| 1957* | 358,300 | 254,300 | 42,000 | 21,400 | 20,600 | 12,300 | 8,300 | 5.75 |

*—Full year estimates based on first three quarters.

## 1957 Installment Credit (Short-and Intermediate-Term), End of Month

All data are in Millions of Dollars

*As reported by the Board of Governors, Federal Reserve Board*

| Type of Credit | Jan. | Feb. | March | April | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Automobile paper | $14,410 | $14,432 | $14,528 | $14,691 | $14,883 | $15,127 | $15,329 | $15,490 | $15,556 | $15,579 | $15,542 | $15,496 |
| Other consumer-goods paper | 8,305 | 8,160 | 8,043 | 8,017 | 8,081 | 8,165 | 8,189 | 8,229 | 8,228 | 8,236 | 8,300 | 8,709 |
| Repair and modernization loans | 1,872 | 1,859 | 1,856 | 1,862 | 1,886 | 1,905 | 1,921 | 1,954 | 1,969 | 1,988 | 1,996 | 1,984 |
| Personal loans | 6,981 | 7,037 | 7,097 | 7,216 | 7,308 | 7,411 | 7,529 | 7,630 | 7,662 | 7,701 | 7,758 | 7,938 |
| Total—Installment Credit | $31,568 | $31,488 | $31,524 | $31,786 | $32,158 | $32,608 | $32,968 | $33,303 | $33,415 | $33,504 | $33,596 | $34,127 |

# WAGES

## EARNINGS OF PRODUCTION WORKERS— BUREAU OF LABOR STATISTICS

### All Manufacturing

| | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week |
|---|---|---|---|---|
| **1957** | | | | |
| Jan. | $2.05 | $82.41 | $69.72 | 40.2 |
| Feb. | 2.05 | 82.41 | 69.43 | 40.2 |
| Mar. | 2.05 | 82.21 | 69.14 | 40.1 |
| Apr. | 2.05 | 81.59 | 68.39 | 39.8 |
| May | 2.06 | 81.78 | 68.38 | 39.7 |
| June | 2.07 | 82.80 | 68.88 | 40.0 |
| July | 2.07 | 82.18 | 68.03 | 39.7 |
| Aug. | 2.07 | 82.80 | 68.43 | 40.0 |
| Sept. | 2.08 | 82.99 | 68.53 | 39.9 |
| Oct. | 2.09 | 82.56 | 68.17 | 39.5 |
| Nov. | 2.11 | 82.92 | 68.19 | 39.3 |
| Dec. | 2.11 | 82.92 | 68.19 | 39.3 |
| Avg. | $2.07 | $82.46 | $68.60 | 39.8 |
| **1956** | | | | |
| Jan. | $1.93 | $78.55 | $68.54 | 40.7 |
| Feb. | 1.93 | 78.17 | 68.21 | 40.5 |
| Mar. | 1.95 | 78.78 | 68.68 | 40.4 |
| Apr. | 1.96 | 78.99 | 68.75 | 40.3 |
| May | 1.96 | 78.40 | 67.94 | 40.0 |
| June | 1.97 | 79.19 | 68.15 | 40.2 |
| July | 1.96 | 78.60 | 67.18 | 40.1 |
| Aug. | 1.98 | 79.79 | 68.31 | 40.3 |
| Sept. | 2.01 | 81.81 | 69.86 | 40.7 |
| Oct. | 2.02 | 82.21 | 69.85 | 40.7 |
| Nov. | 2.03 | 82.22 | 69.80 | 40.5 |
| Dec. | 2.05 | 84.05 | 71.23 | 41.0 |
| Avg. | $1.98 | $79.99 | $68.84 | 40.4 |

### Durable Goods

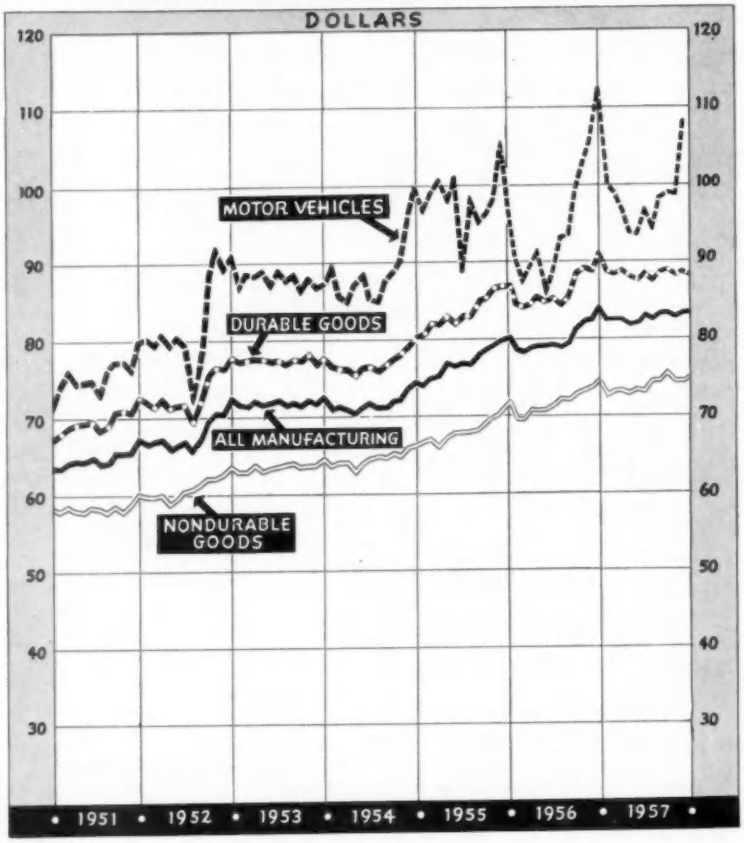
| | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week |
|---|---|---|---|---|
| **1957** | | | | |
| Jan. | $2.18 | $89.16 | $75.43 | 40.9 |
| Feb. | 2.17 | 88.75 | 74.77 | 40.9 |
| Mar. | 2.18 | 88.94 | 74.80 | 40.8 |
| Apr. | 2.18 | 88.29 | 74.01 | 40.5 |
| May | 2.18 | 87.85 | 73.45 | 40.3 |
| June | 2.19 | 88.70 | 73.79 | 40.5 |
| July | 2.20 | 88.00 | 72.85 | 40.0 |
| Aug. | 2.21 | 89.06 | 73.60 | 40.3 |
| Sept. | 2.22 | 89.24 | 73.69 | 40.2 |
| Oct. | 2.23 | 88.75 | 73.29 | 39.8 |
| Nov. | 2.24 | 88.93 | 73.13 | 39.7 |
| Dec. | 2.24 | 88.70 | 72.94 | 39.6 |
| Avg. | $2.20 | $88.70 | $73.79 | 40.3 |
| **1956** | | | | |
| Jan. | $2.06 | $84.87 | $74.06 | 41.2 |
| Feb. | 2.05 | 84.05 | 73.34 | 41.0 |
| Mar. | 2.06 | 84.25 | 73.45 | 40.9 |
| Apr. | 2.08 | 85.49 | 74.40 | 41.1 |
| May | 2.08 | 84.86 | 73.53 | 40.8 |
| June | 2.09 | 85.27 | 73.38 | 40.8 |
| July | 2.07 | 84.25 | 72.01 | 40.7 |
| Aug. | 2.10 | 85.68 | 73.36 | 40.8 |
| Sept. | 2.14 | 88.38 | 75.47 | 41.3 |
| Oct. | 2.15 | 89.01 | 75.62 | 41.4 |
| Nov. | 2.16 | 88.99 | 75.54 | 41.2 |
| Dec. | 2.18 | 91.34 | 78.25 | 41.9 |
| Avg. | $2.10 | $86.31 | $74.27 | 41.1 |

### Motor Vehicles (Incl. Parts)

| | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week |
|---|---|---|---|---|
| **1957** | | | | |
| Jan. | $2.43 | $100.36 | $84.91 | 41.3 |
| Feb. | 2.41 | 99.29 | 83.65 | 41.2 |
| Mar. | 2.41 | 97.12 | 81.68 | 40.3 |
| Apr. | 2.39 | 94.17 | 78.93 | 39.4 |
| May | 2.40 | 93.84 | 78.46 | 39.1 |
| June | 2.46 | 97.42 | 81.04 | 39.6 |
| July | 2.46 | 94.71 | 78.40 | 38.5 |
| Aug. | 2.47 | 98.80 | 81.65 | 40.0 |
| Sept. | 2.53 | 99.43 | 82.11 | 39.5 |
| Oct. | 2.54 | 99.31 | 82.01 | 39.1 |
| Nov. | 2.58 | 108.36 | 89.11 | 42.0 |
| Dec. | 2.51 | 102.16 | 84.01 | 40.7 |
| Avg. | $2.46 | $98.44 | $81.90 | 40.0 |
| **1956** | | | | |
| Jan. | $2.28 | $90.97 | $79.38 | 39.9 |
| Feb. | 2.27 | 87.40 | 76.26 | 38.5 |
| Mar. | 2.27 | 89.67 | 78.18 | 39.5 |
| Apr. | 2.27 | 90.57 | 78.82 | 39.9 |
| May | 2.27 | 85.58 | 74.16 | 37.7 |
| June | 2.30 | 88.09 | 75.81 | 38.2 |
| July | 2.32 | 92.57 | 79.12 | 39.9 |
| Aug. | 2.34 | 92.90 | 79.54 | 39.7 |
| Sept. | 2.44 | 99.06 | 84.59 | 40.6 |
| Oct. | 2.45 | 102.41 | 87.01 | 41.8 |
| Nov. | 2.47 | 105.72 | 89.74 | 42.8 |
| Dec. | 2.51 | 112.95 | 95.72 | 45.0 |
| Avg. | $2.35 | $94.71 | $81.51 | 40.3 |

‡—Weekly earnings adjusted to Consumers' Price Index.

## AVERAGE GROSS WEEKLY EARNINGS




### Aircraft and Parts

| | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week |
|---|---|---|---|---|---|---|---|---|
| | 1957 | | | | 1956 | | | |
| Jan. | $2.33 | $99.26 | $83.98 | 42.6 | $2.21 | $92.82 | $80.99 | 42.0 |
| Feb. | 2.33 | 98.56 | 83.03 | 42.3 | 2.21 | 92.82 | 80.99 | 42.0 |
| Mar. | 2.35 | 99.17 | 83.41 | 42.2 | 2.22 | 92.57 | 80.71 | 41.7 |
| April | 2.36 | 99.12 | 83.08 | 42.0 | 2.25 | 93.83 | 81.66 | 41.7 |
| May | 2.33 | 94.60 | 79.10 | 40.6 | 2.26 | 94.69 | 82.05 | 41.9 |
| June | 2.34 | 95.00 | 79.03 | 40.6 | 2.28 | 95.08 | 81.82 | 41.7 |
| July | 2.35 | 94.94 | 78.59 | 40.4 | 2.29 | 95.95 | 82.01 | 41.9 |
| Aug. | 2.38 | 96.15 | 79.46 | 40.4 | 2.30 | 97.29 | 83.30 | 42.3 |
| Sept. | 2.38 | 95.68 | 79.01 | 40.2 | 2.31 | 97.94 | 83.64 | 42.4 |
| Oct. | 2.39 | 95.84 | 79.14 | 40.1 | 2.31 | 97.71 | 83.02 | 42.3 |
| Nov. | 2.41 | 96.64 | 79.47 | 40.1 | 2.32 | 98.37 | 83.50 | 42.4 |
| Dec. | 2.43 | 98.42 | .... | 40.5 | 2.34 | 100.39 | 85.08 | 42.9 |
| Avg. | $2.36 | $96.81 | $80.66 | 41.0 | $2.28 | $95.99 | $82.61 | 42.1 |

### Nondurable Goods

| | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week | Average Earnings Hourly | Average Earnings Weekly | Real Weekly Earnings‡ | Average Hrs. per Week |
|---|---|---|---|---|---|---|---|---|
| | 1957 | | | | 1956 | | | |
| Jan. | $1.86 | $72.73 | $61.53 | 39.1 | $1.75 | $69.82 | $60.93 | 39.9 |
| Feb. | 1.86 | 73.10 | 61.58 | 39.3 | 1.75 | 69.65 | 60.78 | 39.8 |
| Mar. | 1.87 | 73.12 | 61.50 | 39.1 | 1.78 | 70.31 | 61.30 | 39.5 |
| Apr. | 1.87 | 72.74 | 60.97 | 38.9 | 1.79 | 70.17 | 61.07 | 39.2 |
| May | 1.88 | 73.13 | 61.14 | 38.9 | 1.80 | 70.20 | 60.83 | 39.0 |
| June | 1.89 | 74.09 | 61.64 | 39.2 | 1.81 | 70.95 | 61.06 | 39.2 |
| July | 1.89 | 74.47 | 61.65 | 39.4 | 1.82 | 71.71 | 61.29 | 39.4 |
| Aug. | 1.88 | 74.26 | 61.37 | 39.5 | 1.81 | 71.68 | 61.37 | 39.6 |
| Sept. | 1.90 | 75.24 | 62.13 | 39.6 | 1.82 | 72.44 | 61.86 | 39.8 |
| Oct. | 1.90 | 74.10 | 61.19 | 39.0 | 1.83 | 72.65 | 61.72 | 39.7 |
| Nov. | 1.92 | 74.30 | 61.10 | 38.7 | 1.84 | 72.86 | 61.85 | 39.6 |
| Dec. | 1.92 | 74.69 | 62.24 | 38.9 | 1.86 | 73.84 | 62.58 | 39.7 |
| Avg. | $1.89 | $73.83 | $61.42 | 39.1 | $1.80 | $71.10 | $61.19 | 39.5 |

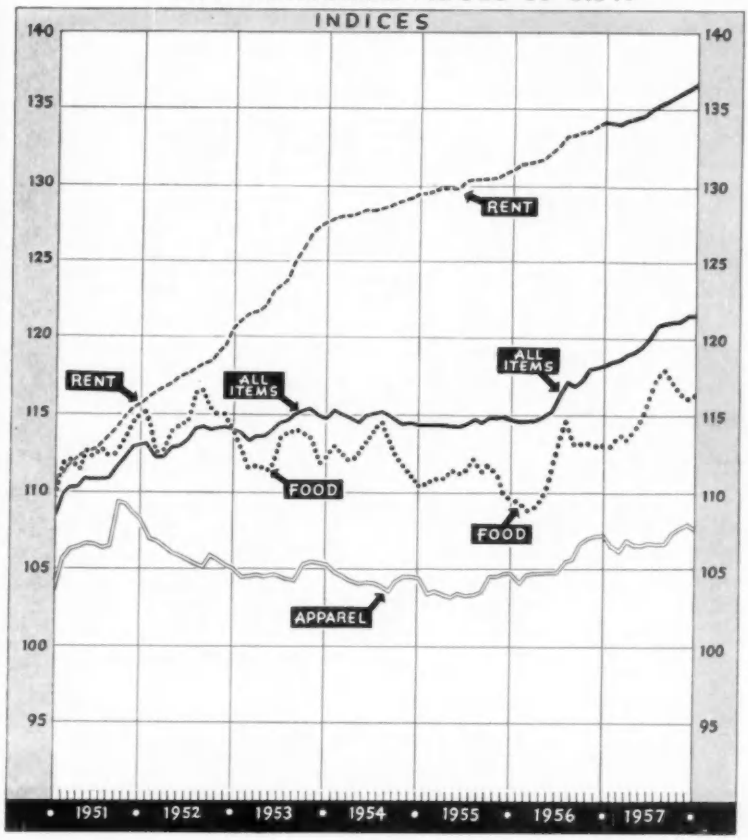
‡—Weekly earnings adjusted to Consumers' Price Index.

# COST OF LIVING

## CONSUMER PRICE INDEX—BUREAU OF LABOR STATISTICS

**Based on Monthly Average of 1947-1949 = 100**

### 1957 CONSUMER PRICES UP 3.5%




### All Items

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 118.2 | 114.6 | 114.3 | 115.2 |
| Feb. | 118.7 | 114.6 | 114.3 | 115.0 |
| Mar. | 118.9 | 114.7 | 114.3 | 114.8 |
| Apr. | 119.3 | 114.9 | 114.2 | 114.6 |
| May | 119.6 | 115.4 | 114.2 | 115.0 |
| June | 120.2 | 116.2 | 114.4 | 115.1 |
| July | 120.8 | 117.0 | 114.7 | 115.2 |
| Aug. | 121.0 | 116.8 | 114.5 | 115.0 |
| Sept. | 121.1 | 117.1 | 114.9 | 114.7 |
| Oct. | 121.1 | 117.7 | 114.9 | 114.5 |
| Nov. | 121.6 | 117.8 | 115.0 | 114.6 |
| Dec. | 121.6 | 118.0 | 114.7 | 114.3 |
| Average | 120.2 | 116.2 | 114.5 | 114.8 |

### Apparel

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 106.4 | 104.1 | 103.3 | 104.9 |
| Feb. | 106.1 | 104.6 | 103.4 | 104.7 |
| Mar. | 106.8 | 104.8 | 103.2 | 104.3 |
| Apr. | 106.5 | 104.8 | 103.1 | 104.1 |
| May | 106.5 | 104.8 | 103.3 | 104.2 |
| June | 106.6 | 104.8 | 103.2 | 104.2 |
| July | 106.5 | 105.3 | 103.2 | 104.0 |
| Aug. | 106.6 | 105.5 | 103.4 | 103.7 |
| Sept. | 107.3 | 106.5 | 104.6 | 104.3 |
| Oct. | 107.7 | 106.8 | 104.6 | 104.6 |
| Nov. | 107.9 | 107.0 | 104.7 | 104.6 |
| Dec. | 107.6 | 107.0 | 104.7 | 104.3 |
| Average | 106.9 | 105.5 | 103.7 | 104.3 |

### Food

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 112.8 | 109.2 | 110.6 | 113.1 |
| Feb. | 113.6 | 108.8 | 110.8 | 112.6 |
| Mar. | 113.2 | 109.0 | 110.8 | 112.1 |
| Apr. | 113.8 | 109.6 | 111.2 | 112.4 |
| May | 114.6 | 111.0 | 111.1 | 113.3 |
| June | 116.2 | 113.2 | 111.3 | 113.8 |
| July | 117.4 | 114.8 | 112.1 | 114.6 |
| Aug. | 117.9 | 113.1 | 111.2 | 113.9 |
| Sept. | 117.0 | 113.1 | 111.6 | 112.4 |
| Oct. | 116.4 | 113.1 | 110.8 | 111.8 |
| Nov. | 116.0 | 112.9 | 109.8 | 111.1 |
| Dec. | 116.1 | 112.9 | 109.5 | 110.4 |
| Average | 115.4 | 111.7 | 110.9 | 112.6 |

### Rent

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 134.2 | 131.4 | 129.5 | 127.8 |
| Feb. | 134.2 | 131.5 | 129.7 | 127.9 |
| Mar. | 134.4 | 131.6 | 130.0 | 128.0 |
| Apr. | 134.5 | 131.7 | 129.9 | 128.2 |
| May | 134.7 | 132.2 | 130.3 | 128.3 |
| June | 135.0 | 132.5 | 130.4 | 128.3 |
| July | 135.2 | 133.2 | 130.4 | 128.5 |
| Aug. | 135.4 | 133.2 | 130.5 | 128.6 |
| Sept. | 135.7 | 133.4 | 130.5 | 128.8 |
| Oct. | 136.0 | 133.4 | 130.8 | 129.0 |
| Nov. | 136.3 | 133.8 | 130.9 | 129.2 |
| Dec. | 136.7 | 134.2 | 131.1 | 129.4 |
| Average | 135.2 | 132.7 | 130.3 | 128.5 |

### Medical Care

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 135.3 | 130.7 | 126.5 | 123.7 |
| Feb. | 135.5 | 130.9 | 126.8 | 124.1 |
| Mar. | 136.4 | 131.4 | 127.0 | 124.4 |
| Apr. | 136.9 | 131.6 | 127.3 | 124.9 |
| May | 137.3 | 131.9 | 127.5 | 125.1 |
| June | 137.9 | 132.0 | 127.6 | 125.7 |
| July | 138.4 | 132.7 | 127.9 | 125.2 |
| Aug. | 138.6 | 133.3 | 128.0 | 125.5 |
| Sept. | 139.0 | 134.0 | 128.2 | 125.7 |
| Oct. | 139.7 | 134.1 | 128.7 | 125.9 |
| Nov. | 140.3 | 134.5 | 129.8 | 126.1 |
| Dec. | 140.8 | 134.7 | 130.2 | 126.3 |
| Average | 138.0 | 132.6 | 128.0 | 125.2 |

### Transportation

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 133.6 | 126.8 | 127.6 | 130.5 |
| Feb. | 134.4 | 126.9 | 127.4 | 129.4 |
| Mar. | 135.1 | 126.7 | 127.3 | 129.0 |
| Apr. | 135.5 | 126.4 | 125.3 | 129.1 |
| May | 135.3 | 127.1 | 125.5 | 129.1 |
| June | 135.3 | 126.8 | 125.8 | 128.9 |
| July | 135.8 | 127.7 | 125.4 | 126.7 |
| Aug. | 135.9 | 128.5 | 125.4 | 126.6 |
| Sept. | 135.9 | 128.6 | 125.3 | 126.4 |
| Oct. | 135.8 | 132.6 | 126.6 | 125.0 |
| Nov. | 140.0 | 133.2 | 128.5 | 127.6 |
| Dec. | 138.9 | 133.1 | 127.3 | 127.3 |
| Average | 136.0 | 128.7 | 126.4 | 128.0 |

## Wholesale Price Index of Selected Commodities

*Bureau of Labor Statistics Index, 1947-49 = 100*

| 1957 | All Commodities | Farm Products | Processed Foods | Textile Products | Metals and Metal Products | Lumber and Wood Products | Machinery and Motive Products |
|---|---|---|---|---|---|---|---|
| Jan. | 116.9 | 89.3 | 104.3 | 95.8 | 152.2 | 121.3 | 143.9 |
| Feb. | 117.0 | 88.8 | 103.9 | 95.7 | 151.4 | 120.7 | 144.5 |
| Mar. | 116.9 | 88.8 | 103.7 | 95.4 | 151.0 | 120.1 | 144.8 |
| Apr. | 117.2 | 90.6 | 104.3 | 95.3 | 150.1 | 120.2 | 145.0 |
| May | 117.1 | 89.5 | 104.9 | 95.4 | 150.0 | 119.7 | 145.1 |
| June | 117.4 | 90.9 | 106.1 | 95.5 | 150.6 | 119.7 | 145.2 |
| July | 118.2 | 92.8 | 107.2 | 95.4 | 152.4 | 119.3 | 145.8 |
| Aug. | 118.4 | 93.0 | 106.8 | 95.4 | 153.2 | 118.6 | 146.2 |
| Sept. | 118.0 | 91.0 | 106.5 | 95.4 | 152.2 | 117.8 | 146.9 |
| Oct. | 117.8 | 91.5 | 105.5 | 95.1 | 150.8 | 117.3 | 147.7 |
| Nov. | 118.1 | 91.9 | 106.5 | 95.0 | 150.4 | 116.9 | 149.2 |
| Dec. | 118.4 | 92.6 | 107.4 | 94.9 | 150.3 | 116.4 | 149.3 |
| Average | 117.6 | 90.9 | 105.6 | 95.3 | 151.2 | 119.0 | 146.1 |

### Monthly Averages

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1957 | 117.6 | 90.9 | 105.6 | 95.3 | 151.2 | 119.0 | 146.1 |
| 1956 | 114.3 | 88.4 | 101.7 | 95.3 | 148.4 | 125.4 | 137.8 |
| 1955 | 110.7 | 89.6 | 101.7 | 95.3 | 136.6 | 123.6 | 128.4 |
| 1954 | 110.3 | 95.6 | 105.3 | 95.2 | 128.0 | 118.0 | 124.6 |
| 1953 | 110.1 | 97.0 | 104.6 | 97.3 | 126.9 | 120.2 | 123.0 |
| 1952 | 111.6 | 107.0 | 108.8 | 99.8 | 123.0 | 120.3 | 121.5 |
| 1951 | 114.8 | 113.4 | 111.4 | 110.6 | 122.8 | 123.9 | 119.0 |
| 1950 | 103.1 | 97.5 | 99.8 | 99.2 | 110.3 | 113.9 | 108.6 |
| 1949 | 99.2 | 92.8 | 95.7 | 95.5 | 104.8 | 99.2 | 106.6 |
| 1948 | 104.4 | 107.3 | 106.1 | 104.4 | 103.9 | 107.2 | 100.9 |

# POPULATION

## Estimated U. S. Population, by States, as of July 1, 1956*

*As reported by the Bureau of the Census, U. S. Department of Commerce*

| State | Population | % of Total | State | Population | % of Total | State | Population | % of Total |
|---|---|---|---|---|---|---|---|---|
| Alabama | 3,121,000 | 1.87 | Maine | 930,000 | .56 | Oklahoma | 2,245,000 | 1.34 |
| Arizona | 1,086,000 | .65 | Maryland | 2,825,000 | 1.69 | Oregon | 1,733,000 | 1.04 |
| Arkansas | 1,761,000 | 1.05 | Massachusetts | 4,813,000 | 2.88 | Pennsylvania | 10,940,000 | 6.54 |
| California | 13,471,000 | 8.06 | Michigan | 7,580,000 | 4.53 | Rhode Island | 846,000 | .51 |
| Colorado | 1,628,000 | .97 | Minnesota | 3,260,000 | 1.95 | South Carolina | 2,329,000 | 1.39 |
| Connecticut | 2,221,000 | 1.33 | Mississippi | 2,154,000 | 1.29 | South Dakota | 693,000 | .41 |
| Delaware | 418,000 | .25 | Missouri | 4,197,000 | 2.51 | Tennessee | 3,420,000 | 2.04 |
| District of Columbia | 831,000 | .50 | Montana | 653,000 | .39 | Texas | 8,944,000 | 5.35 |
| Florida | 3,885,000 | 2.32 | Nebraska | 1,426,000 | .85 | Utah | 825,000 | .49 |
| Georgia | 3,709,000 | 2.22 | Nevada | 256,000 | .15 | Vermont | 371,000 | .22 |
| Idaho | 625,000 | .37 | New Hampshire | 564,000 | .34 | Virginia | 3,704,000 | 2.21 |
| Illinois | 9,482,000 | 5.67 | New Jersey | 5,513,000 | 3.30 | Washington | 2,675,000 | 1.60 |
| Indiana | 4,436,000 | 2.65 | New Mexico | 811,000 | .48 | West Virginia | 1,964,000 | 1.17 |
| Iowa | 2,754,000 | 1.65 | New York | 15,826,000 | 9.47 | Wisconsin | 3,788,000 | 2.27 |
| Kansas | 2,103,000 | 1.26 | North Carolina | 4,406,000 | 2.63 | Wyoming | 316,000 | .19 |
| Kentucky | 2,998,000 | 1.79 | North Dakota | 642,000 | .38 | | | |
| Louisiana | 3,010,000 | 1.80 | Ohio | 9,071,000 | 5.42 | Total | 167,259,000 | 100.00 |

*—Does not include armed forces overseas, but does include armed forces stationed in each state. Estimated population including armed forces overseas is 168,174,000.

## Estimated U. S. Population by Age, Color, and Sex, July 1, 1956*

*Bureau of the Census, U. S. Department of Commerce*

| Age Groups | All Classes | | | White | | | Nonwhite | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total | Male | Female | Total | Male | Female | Total | Male | Female |
| Under 5 years | 18,691,000 | 9,523,000 | 9,169,000 | 16,135,000 | 8,242,000 | 7,892,000 | 2,557,000 | 1,280,000 | 1,277,000 |
| 5 to 9 years | 18,060,000 | 9,226,000 | 8,834,000 | 15,699,000 | 8,039,000 | 7,660,000 | 2,360,000 | 1,187,000 | 1,173,000 |
| 10 to 14 years | 13,720,000 | 6,987,000 | 6,734,000 | 12,052,000 | 6,153,000 | 5,899,000 | 1,668,000 | 833,000 | 835,000 |
| 15 to 19 years | 11,263,000 | 5,635,000 | 5,629,000 | 9,832,000 | 4,927,000 | 4,905,000 | 1,431,000 | 708,000 | 724,000 |
| 20 to 24 years | 10,308,000 | 4,968,000 | 5,340,000 | 9,038,000 | 4,365,000 | 4,673,000 | 1,270,000 | 604,000 | 666,000 |
| 25 to 29 years | 11,480,000 | 5,625,000 | 5,855,000 | 10,189,000 | 5,025,000 | 5,163,000 | 1,292,000 | 600,000 | 692,000 |
| 30 to 34 years | 12,307,000 | 5,988,000 | 6,319,000 | 10,944,000 | 5,373,000 | 5,621,000 | 1,314,000 | 615,000 | 699,000 |
| 35 to 39 years | 11,714,000 | 5,709,000 | 6,005,000 | 10,555,000 | 5,165,000 | 5,389,000 | 1,160,000 | 544,000 | 616,000 |
| 40 to 44 years | 11,274,000 | 5,508,000 | 5,766,000 | 10,128,000 | 4,971,000 | 5,157,000 | 1,146,000 | 537,000 | 609,000 |
| 45 to 49 years | 10,306,000 | 5,075,000 | 5,231,000 | 9,306,000 | 4,592,000 | 4,714,000 | 999,000 | 483,000 | 516,000 |
| 50 to 54 years | 8,977,000 | 4,422,000 | 4,554,000 | 8,127,000 | 4,006,000 | 4,121,000 | 850,000 | 416,000 | 434,000 |
| 55 to 59 years | 7,946,000 | 3,880,000 | 4,066,000 | 7,263,000 | 3,542,000 | 3,721,000 | 683,000 | 338,000 | 346,000 |
| 60 to 64 years | 6,806,000 | 3,295,000 | 3,511,000 | 6,296,000 | 3,044,000 | 3,252,000 | 510,000 | 251,000 | 259,000 |
| 65 to 69 years | 5,440,000 | 2,612,000 | 2,828,000 | 5,072,000 | 2,431,000 | 2,641,000 | 368,000 | 181,000 | 187,000 |
| 70 to 74 years | 4,139,000 | 1,916,000 | 2,223,000 | 3,875,000 | 1,788,000 | 2,087,000 | 264,000 | 128,000 | 137,000 |
| 75 to 79 years | 2,655,000 | 1,189,000 | 1,466,000 | 2,473,000 | 1,103,000 | 1,370,000 | 181,000 | 86,000 | 95,000 |
| 80 to 84 years | 1,364,000 | 595,000 | 769,000 | 1,276,000 | 553,000 | 723,000 | 88,000 | 42,000 | 46,000 |
| 85 years and over | 808,000 | 338,000 | 471,000 | 730,000 | 304,000 | 427,000 | 78,000 | 34,000 | 44,000 |
| **Total—All Ages** | **167,259,000** | **82,490,000** | **84,769,000** | **149,039,000** | **73,622,000** | **75,417,000** | **18,220,000** | **8,867,000** | **9,353,000** |
| 14 years and over | 119,344,000 | 58,053,000 | 61,291,000 | 107,394,000 | 52,329,000 | 55,065,000 | 11,950,000 | 5,724,000 | 6,226,000 |
| 18 years and over | 109,808,000 | 53,214,000 | 56,594,000 | 99,058,000 | 48,089,000 | 50,969,000 | 10,750,000 | 5,126,000 | 5,624,000 |
| 21 years and over | 103,459,000 | 50,127,000 | 53,332,000 | 93,519,000 | 45,395,000 | 48,124,000 | 9,940,000 | 4,731,000 | 5,208,000 |
| Median Age | 30.0 | 29.4 | 30.7 | 30.7 | 30.1 | 31.3 | 24.3 | 23.5 | 25.0 |

*—Excluding armed forces overseas, but including those stationed within the U. S.

## U. S. Civilian Labor Force, Employment and Unemployment

*As reported by the Bureau of Labor Statistics*

| | 1957 | | | | | | | | | | | | 1958 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Jan. | Feb. | March | April | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec. | Jan. |
| Civilian Labor Force, total | 65,821 | 66,311 | 66,746 | 66,951 | 67,893 | 69,842 | 70,228 | 68,994 | 68,225 | 68,513 | 68,061 | 67,770 | 66,732 |
| Employed | 62,578 | 63,190 | 63,865 | 64,261 | 65,178 | 66,504 | 67,221 | 66,385 | 65,674 | 66,005 | 64,873 | 64,396 | 62,238 |
| Agriculture | 4,935 | 5,195 | 5,434 | 5,755 | 6,659 | 7,534 | 7,772 | 6,823 | 6,518 | 6,837 | 5,817 | 5,385 | 4,998 |
| Nonagriculture | 57,643 | 57,996 | 58,431 | 58,506 | 58,519 | 58,970 | 59,449 | 59,562 | 59,156 | 59,168 | 59,057 | 59,012 | 57,240 |
| Unemployed | 3,244 | 3,121 | 2,882 | 2,690 | 2,715 | 3,337 | 3,007 | 2,609 | 2,522 | 2,508 | 3,188 | 3,374 | 4,494 |

## Employment in Motor Vehicle and Aircraft Industries

*As reported by the Bureau of Labor Statistics*

| | Motor Vehicles and Equipment | | Complete Aircraft Plants | | Aircraft Engine and Parts Plants | | Aircraft Propellers and Parts | | Other Aircraft Parts and Equipment | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1957 | 1956 | 1957 | 1956 | 1957 | 1956 | 1957 | 1956 | 1957 | 1956 |
| January | 872,700 | 952,600 | 546,800 | 476,800 | 181,000 | 154,300 | 19,700 | 14,900 | 144,000 | 123,500 |
| February | 863,600 | 896,100 | 554,900 | 479,400 | 183,800 | 156,800 | 20,100 | 15,200 | 146,000 | 126,000 |
| March | 853,100 | 863,600 | 557,200 | 470,300 | 184,200 | 159,000 | 20,400 | 15,300 | 146,800 | 128,000 |
| April | 823,400 | 841,900 | 557,000 | 475,100 | 183,300 | 160,300 | 20,600 | 15,500 | 148,200 | 127,700 |
| May | 812,700 | 800,200 | 558,300 | 477,500 | 179,700 | 160,700 | 20,400 | 15,900 | 148,500 | 129,600 |
| June | 733,900 | 758,100 | 556,200 | 490,500 | 178,900 | 162,900 | 20,600 | 16,400 | 149,900 | 129,400 |
| July | 762,900 | 741,900 | 553,900 | 500,900 | 176,900 | 164,300 | 21,000 | 16,800 | 150,200 | 131,900 |
| August | 772,500 | 722,000 | 542,400 | 509,300 | 173,000 | 166,000 | 20,500 | 17,100 | 149,900 | 135,100 |
| September | 694,300 | 684,900 | 529,500 | 515,600 | 169,700 | 170,600 | 20,600 | 18,000 | 148,700 | 137,000 |
| October | 753,700 | 787,700 | 516,700 | 522,100 | 165,500 | 173,900 | 20,600 | 18,500 | 144,400 | 138,900 |
| November | 826,700 | 856,100 | 489,700 | 531,600 | 158,200 | 177,700 | 20,100 | 19,000 | 138,700 | 142,400 |
| December | .... | 876,400 | .... | 540,000 | .... | 181,100 | .... | 19,600 | .... | 143,900 |
| Average | 802,682 | 815,200 | 542,955 | 499,100 | 175,836 | 165,600 | 20,418 | 16,900 | 146,845 | 132,800 |

# INDUSTRIAL PRODUCTION

## INDEXES OF INDUSTRIAL PRODUCTION

Adjusted for Seasonal Variation

**Based on Monthly Average of 1947-1949 = 100**

### Total Industrial Production

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 146 | 143 | 132 | 125 |
| Feb. | 146 | 143 | 133 | 125 |
| Mar. | 145 | 141 | 135 | 123 |
| Apr. | 143 | 143 | 136 | 123 |
| May | 143 | 141 | 138 | 125 |
| June | 144 | 141 | 139 | 124 |
| July | 144 | 136 | 139 | 123 |
| Aug. | 145 | 143 | 140 | 123 |
| Sept. | 144 | 144 | 142 | 124 |
| Oct. | 141 | 146 | 143 | 126 |
| Nov. | 139 | 146 | 143 | 128 |
| Dec. | 136 | 147 | 144 | 130 |
| Average | 143 | 143 | 139 | 125 |

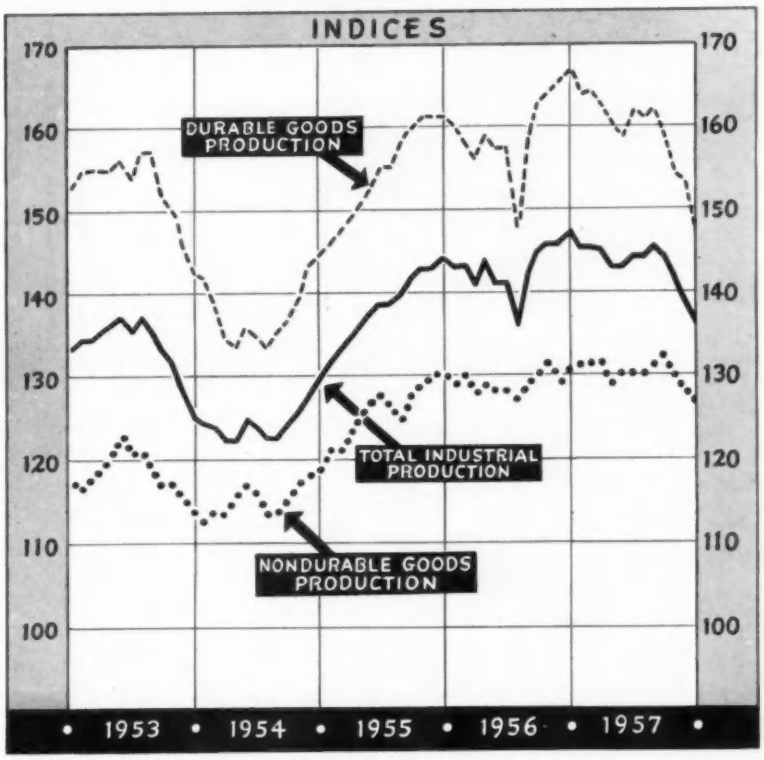
### Manufactures

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 147 | 145 | 133 | 127 |
| Feb. | 148 | 144 | 134 | 126 |
| Mar. | 147 | 143 | 136 | 125 |
| Apr. | 145 | 144 | 138 | 125 |
| May | 145 | 143 | 140 | 126 |
| June | 146 | 142 | 141 | 125 |
| July | 146 | 138 | 141 | 124 |
| Aug. | 147 | 144 | 142 | 125 |
| Sept. | 146 | 146 | 144 | 126 |
| Oct. | 142 | 147 | 145 | 128 |
| Nov. | 140 | 147 | 145 | 130 |
| Dec. | 138 | 149 | 146 | 131 |
| Average | 145 | 144 | 140 | 127 |

### Durable Manufactures

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 164 | 160 | 145 | 141 |
| Feb. | 164 | 158 | 147 | 139 |
| Mar. | 162 | 157 | 148 | 135 |
| Apr. | 160 | 159 | 151 | 134 |
| May | 159 | 157 | 153 | 136 |
| June | 162 | 157 | 155 | 135 |
| July | 161 | 148 | 155 | 134 |
| Aug. | 162 | 158 | 158 | 135 |
| Sept. | 159 | 162 | 160 | 137 |
| Oct. | 154 | 163 | 161 | 139 |
| Nov. | 153 | 165 | 161 | 142 |
| Dec. | 148 | 167 | 161 | 143 |
| Average | 159 | 159 | 155 | 137 |

### AVERAGE PRODUCTION FOR 1957 EQUALS 1956




### Transportation Equipment

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 222 | 200 | 197 | 185 |
| Feb. | 225 | 199 | 199 | 179 |
| Mar. | 222 | 196 | 200 | 173 |
| Apr. | 217 | 193 | 202 | 174 |
| May | 213 | 187 | 202 | 178 |
| June | 215 | 188 | 198 | 170 |
| July | 210 | 189 | 202 | 170 |
| Aug. | 209 | 191 | 203 | 166 |
| Sept. | 205 | 193 | 205 | 167 |
| Oct. | 200 | 203 | 208 | 163 |
| Nov. | 201 | 216 | 212 | 179 |
| Dec. | 195 | 223 | 212 | 189 |
| Average | 211 | 199 | 203 | 175 |

### Nondurable Manufactures

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 131 | 130 | 121 | 113 |
| Feb. | 131 | 130 | 121 | 114 |
| Mar. | 131 | 128 | 124 | 114 |
| Apr. | 129 | 130 | 126 | 115 |
| May | 130 | 129 | 127 | 117 |
| June | 130 | 128 | 128 | 116 |
| July | 130 | 128 | 126 | 114 |
| Aug. | 131 | 130 | 125 | 114 |
| Sept. | 132 | 130 | 128 | 115 |
| Oct. | 130 | 131 | 129 | 117 |
| Nov. | 128 | 129 | 130 | 118 |
| Dec. | 127 | 130 | 130 | 119 |
| Average | 130 | 129 | 126 | 116 |

### Minerals

| | 1957 | 1956 | 1955 | 1954 |
|---|---|---|---|---|
| Jan. | 131 | 129 | 120 | 113 |
| Feb. | 133 | 129 | 123 | 113 |
| Mar. | 133 | 129 | 121 | 112 |
| Apr. | 130 | 129 | 119 | 109 |
| May | 130 | 128 | 121 | 111 |
| June | 127 | 129 | 122 | 114 |
| July | 127 | 123 | 120 | 112 |
| Aug. | 129 | 130 | 121 | 109 |
| Sept. | 129 | 131 | 123 | 108 |
| Oct. | 128 | 131 | 123 | 109 |
| Nov. | 123 | 130 | 125 | 113 |
| Dec. | 121 | 131 | 129 | 116 |
| Average | 128 | 129 | 122 | 111 |

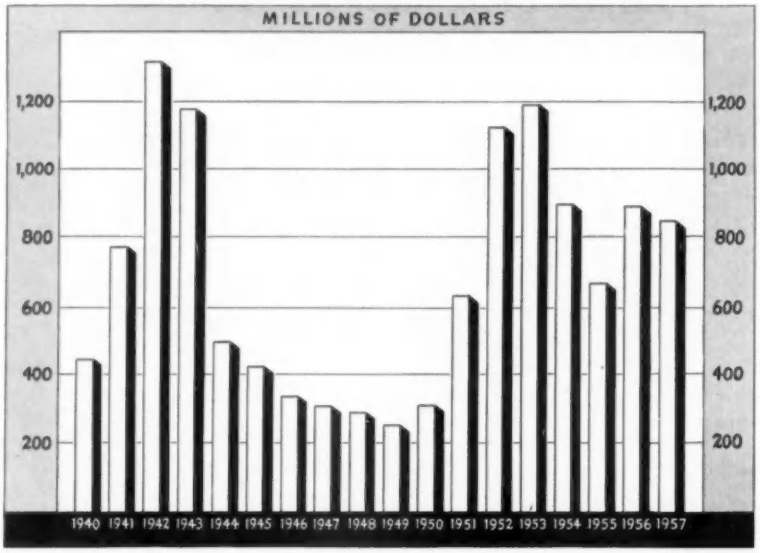
## Manufacturers' Sales and Inventories

*Based on data from Office of Business Economics, Department of Commerce*

| Year | Sales: All Manufacturing Industries | Sales: Durable Goods Industries | Sales: Nondurable Goods Industries | Inventories as of December 31: All Manufacturing Industries | Inventories as of December 31: Durable Goods Industries | Inventories as of December 31: Nondurable Goods Industries |
|---|---|---|---|---|---|---|
| 1957 | $340,600,000,000 | $169,900,000,000 | $170,700,000,000 | $52,500,000,000 | $30,600,000,000 | $21,900,000,000 |
| 1956 | 332,100,000,000 | 165,100,000,000 | 167,000,000,000 | 52,300,000,000 | 30,700,000,000 | 21,600,000,000 |
| 1955 | 316,200,000,000 | 156,900,000,000 | 159,300,000,000 | 46,400,000,000 | 26,700,000,000 | 19,700,000,000 |
| 1954 | 280,755,000,000 | 133,585,000,000 | 147,170,000,000 | 43,265,000,000 | 24,023,000,000 | 19,242,000,000 |
| 1953 | 298,423,000,000 | 149,578,000,000 | 148,845,000,000 | 45,942,000,000 | 26,338,000,000 | 19,604,000,000 |
| 1952 | 274,197,000,000 | 131,215,000,000 | 142,982,000,000 | 43,799,000,000 | 24,412,000,000 | 19,387,000,000 |
| 1951 | 267,705,000,000 | 124,504,000,000 | 143,201,000,000 | 42,815,000,000 | 22,806,000,000 | 20,009,000,000 |
| 1950 | 231,415,000,000 | 105,649,000,000 | 125,766,000,000 | 34,314,000,000 | 16,780,000,000 | 17,534,000,000 |

# MACHINE TOOLS

## VALUE OF MACHINE TOOL SHIPMENTS




## Value of Machine Tool Shipments—by Years

(Metal Cutting Type Only)

*As reported by the National Machine Tool Builders Association*

| Year | Value | Year | Value | Year | Value | Year | Value |
|---|---|---|---|---|---|---|---|
| 1957 | $843,900,000 | 1951 | $632,250,000 | 1945 | $423,700,000 | 1939 | $200,000,000 |
| 1956 | 886,150,000 | 1950 | 305,550,000 | 1944 | 497,000,000 | 1938 | 145,000,000 |
| 1955 | 670,400,000 | 1948 | 288,450,000 | 1943 | 1,180,000,000 | 1937 | 195,000,000 |
| 1954 | 891,750,000 | 1949 | 249,150,000 | 1942 | 1,320,000,000 | 1936 | 133,000,000 |
| 1953 | 1,191,200,000 | 1947 | 306,000,000 | 1941 | 775,000,000 | 1935 | 85,000,000 |
| 1952 | 1,125,900,000 | 1946 | 334,800,000 | 1940 | 440,000,000 | 1934 | 50,000,000 |

## Value of Machine Tool Shipments

(Metal Cutting Type Only)

*As reported by the National Machine Tool Builders Association*

| Month | 1957 Domestic | 1957 Foreign | 1957 Total | 1956 Domestic | 1956 Foreign | 1956 Total | 1955 Domestic | 1955 Foreign | 1955 Total |
|---|---|---|---|---|---|---|---|---|---|
| January | $67,550,000 | $9,000,000 | $76,550,000 | $49,400,000 | $5,200,000 | $54,600,000 | $43,950,000 | $5,550,000 | $49,550,000 |
| February | 72,050,000 | 5,650,000 | 77,700,000 | 58,700,000 | 5,900,000 | 64,600,000 | 43,950,000 | 5,800,000 | 49,750,000 |
| March | 78,800,000 | 10,300,000 | 89,100,000 | 67,850,000 | 6,300,000 | 74,150,000 | 53,900,000 | 6,000,000 | 59,950,000 |
| April | 77,650,000 | 10,150,000 | 87,800,000 | 65,000,000 | 6,800,000 | 71,800,000 | 48,650,000 | 4,600,000 | 53,250,000 |
| May | 70,900,000 | 7,600,000 | 78,500,000 | 70,500,000 | 6,300,000 | 76,800,000 | 46,550,000 | 6,950,000 | 53,500,000 |
| June | 72,850,000 | 10,100,000 | 82,950,000 | 69,550,000 | 6,700,000 | 76,250,000 | 52,950,000 | 5,850,000 | 58,800,000 |
| July | 51,500,000 | 7,200,000 | 58,700,000 | 60,700,000 | 4,450,000 | 65,160,000 | 40,250,000 | 4,950,000 | 45,200,000 |
| August | 58,000,000 | 5,200,000 | 63,200,000 | 69,000,000 | 6,100,000 | 75,100,000 | 44,000,000 | 4,650,000 | 48,650,000 |
| September | 58,600,000 | 6,150,000 | 64,750,000 | 65,400,000 | 5,700,000 | 71,100,000 | 51,100,000 | 6,700,000 | 57,800,000 |
| October | 53,500,000 | 7,400,000 | 60,900,000 | 79,850,000 | 9,900,000 | 89,750,000 | 53,600,000 | 6,800,000 | 60,400,000 |
| November | 41,700,000 | 5,900,000 | 47,600,000 | 73,600,000 | 8,100,000 | 81,700,000 | 56,700,000 | 6,650,000 | 63,350,000 |
| December | 49,550,000 | 5,900,000 | 55,450,000 | 75,050,000 | 10,100,000 | 85,150,000 | 64,400,000 | 5,900,000 | 70,300,000 |
| Total | $752,650,000 | $90,550,000 | $843,200,000 | $804,600,000 | $81,550,000 | $886,150,000 | $600,000,000 | $70,400,000 | $670,400,000 |

## Value of Machine Tool Net New Orders

(Metal Cutting Type Only)

*As reported by the National Machine Tool Builders Association*

| Month | 1957 Domestic | 1957 Foreign | 1957 Total | 1956 Domestic | 1956 Foreign | 1956 Total | 1955 Domestic | 1955 Foreign | 1955 Total |
|---|---|---|---|---|---|---|---|---|---|
| January | $56,300,000 | $6,950,000 | $63,250,000 | $96,700,000 | $12,850,000 | $109,550,000 | $51,050,000 | $6,600,000 | $57,650,000 |
| February | 51,100,000 | 7,100,000 | 58,200,000 | 72,350,000 | 8,950,000 | 81,300,000 | 52,050,000 | 5,950,000 | 58,000,000 |
| March | 51,300,000 | 7,600,000 | 58,900,000 | 80,050,000 | 9,450,000 | 89,500,000 | 53,400,000 | 7,250,000 | 60,650,000 |
| April | 45,700,000 | 5,600,000 | 51,300,000 | 74,000,000 | 5,300,000 | 79,300,000 | 44,750,000 | 5,500,000 | 50,250,000 |
| May | 37,950,000 | 3,450,000 | 41,400,000 | 79,450,000 | 7,650,000 | 87,100,000 | 64,250,000 | 4,450,000 | 68,700,000 |
| June | 40,050,000 | 3,050,000 | 43,100,000 | 55,650,000 | 6,200,000 | 61,850,000 | 68,350,000 | 6,200,000 | 74,550,000 |
| July | 50,500,000 | 5,000,000 | 55,500,000 | 55,250,000 | 6,650,000 | 61,900,000 | 56,800,000 | 5,400,000 | 62,200,000 |
| August | 40,400,000 | 4,100,000 | 44,500,000 | 78,250,000 | 9,250,000 | 87,500,000 | 54,350,000 | 7,700,000 | 62,050,000 |
| September | 25,000,000 | 3,800,000 | 28,800,000 | 68,800,000 | 9,650,000 | 78,450,000 | 53,400,000 | 4,950,000 | 58,350,000 |
| October | 23,650,000 | 4,150,000 | 27,800,000 | 57,550,000 | 8,550,000 | 66,100,000 | 92,700,000 | 6,450,000 | 99,150,000 |
| November | 25,050,000 | 3,300,000 | 28,350,000 | 58,700,000 | 5,550,000 | 64,250,000 | 117,750,000 | 6,500,000 | 124,250,000 |
| December | 15,150,000 | 3,500,000 | 18,650,000 | 51,900,000 | 5,300,000 | 57,200,000 | 137,400,000 | 13,900,000 | 151,300,000 |
| Total | $462,150,000 | $57,600,000 | $519,750,000 | $828,650,000 | $95,350,000 | $924,000,000 | $846,250,000 | $80,850,000 | $927,100,000 |

# TIRES AND TUBES

## Shipments, Production, and Inventory of Car, Truck and Bus Tires

*As reported by the Rubber Manufacturers Association*

| Year | Shipments: Original Equipment | Shipments: Replacement | Shipments: Export | Shipments: Total | Production | Year End Inventory |
|---|---|---|---|---|---|---|
| **PASSENGER CAR TIRES** | | | | | | |
| 1957 | 32,723,955 | 56,605,037 | 888,457 | 90,217,449 | 93,547,244 | 19,817,850 |
| 1956 | 30,873,852 | 53,216,773 | 874,751 | 84,965,376 | 85,522,637 | 16,493,813 |
| 1955 | 42,574,053 | 50,189,250 | 966,406 | 93,729,709 | 97,223,165 | 15,963,038 |
| 1954 | 29,741,478 | 47,043,543 | 927,646 | 77,712,667 | 76,794,128 | 12,217,280 |
| 1953 | 33,098,490 | 45,874,056 | 806,199 | 79,778,745 | 81,430,817 | 13,043,064 |
| 1952 | 24,106,077 | 45,457,870 | 740,954 | 70,304,901 | 74,341,140 | 11,251,074 |
| **TRUCK AND BUS TIRES** | | | | | | |
| 1957 | 4,040,732 | 8,544,468 | 845,182 | 13,430,382 | 13,393,818 | 3,407,557 |
| 1956 | 4,547,875 | 8,894,228 | 882,532 | 14,324,635 | 14,859,457 | 3,377,991 |
| 1955 | 4,800,314 | 9,056,789 | 912,223 | 14,769,326 | 14,955,092 | 2,815,258 |
| 1954 | 3,591,223 | 8,111,034 | 825,601 | 12,527,858 | 12,346,811 | 2,544,705 |
| 1953 | 4,837,634 | 9,317,012 | 733,954 | 14,888,600 | 14,690,498 | 2,662,741 |
| 1952 | 5,377,635 | 8,884,074 | 779,007 | 15,040,716 | 16,069,975 | 2,859,156 |
| **TOTAL AUTOMOTIVE TIRES** | | | | | | |
| 1957 | 36,764,687 | 65,149,505 | 1,733,639 | 103,647,831 | 106,941,062 | 23,225,407 |
| 1956 | 35,421,727 | 62,111,001 | 1,757,283 | 99,290,011 | 100,382,094 | 19,871,804 |
| 1955 | 47,374,367 | 59,246,039 | 1,878,629 | 108,499,035 | 112,178,257 | 18,778,296 |
| 1954 | 33,332,701 | 55,154,577 | 1,753,247 | 90,240,525 | 89,140,939 | 14,761,985 |
| 1953 | 37,936,124 | 55,191,068 | 1,540,153 | 94,667,345 | 96,121,315 | 15,705,805 |
| 1952 | 29,483,712 | 54,341,944 | 1,519,961 | 85,345,617 | 90,411,115 | 14,110,230 |

## Tire and Inner Tube Shipments

In Units for 1954 and Their Value for 1954 and 1955

*As reported by the Industry Division, Bureau of the Census*

| | 1954: Quantity | 1954: Value |
|---|---|---|
| **Pneumatic Tires (casings)** | | |
| Passenger car | 76,712,000 | $853,636,000 |
| Motorcycle | 67,000 | 609,000 |
| Truck and bus (incl. off-the-road) | 12,552,000 | 520,168,000 |
| Airplane | 369,000 | 23,557,000 |
| Tractor and implement | 2,988,000 | 68,431,000 |
| Industrial | 1,147,000 | 5,878,000 |
| Bicycle and single tube tires | 7,311,000 | 7,790,000 |
| Total—Pneumatic tires | ..... | $1,480,069,000 |
| **Inner Tubes** | | |
| Passenger car | 52,090,000 | $74,118,000 |
| Motorcycle | 64,000 | 87,000 |
| Truck and bus (incl. off-the-road) | 9,208,000 | 31,328,000 |
| Airplane | 257,000 | 2,125,000 |
| Tractor and implement | 2,589,000 | 7,279,000 |
| Industrial | 1,325,000 | 1,295,000 |
| Bicycle | 7,505,000 | 4,129,000 |
| Total—Inner Tubes | ..... | $120,361,000 |
| **Solid Tires** | | |
| Pressed on industrial and highway | 314,000 | $5,255,000 |
| Cured on industrial (2.00" or larger) | 671,000 | 1,801,000 |
| Bogie, idler and support rollers | 286,000 | 4,986,000 |
| Semi-pneumatic | 28,904,000 | 8,743,000 |
| Other solid | 2,422,000 | 762,000 |
| Total—Solid Tires | ..... | $21,487,000 |
| Total—Tires and Inner Tubes—1954 | ..... | $1,621,917,000 |
| Total—Tires and Inner Tubes—1955 | ..... | $2,029,764,000 |

## Shipments of Inner Tubes

*As reported by the Rubber Manufacturers Association*

| Year | Original Equipment | Replacement | Export | Total |
|---|---|---|---|---|
| 1957 | 3,045,145 | 35,683,734 | 1,077,224 | 39,806,103 |
| 1956 | 3,099,639 | 32,358,420 | 1,039,627 | 36,497,686 |
| 1955 | 5,001,498 | 33,387,008 | 1,000,512 | 39,389,018 |
| 1954 | 25,070,964 | 35,576,496 | 945,275 | 61,592,735 |
| 1953 | 37,956,879 | 36,071,886 | 878,126 | 74,906,891 |
| 1952 | 29,450,554 | 32,984,785 | 1,013,610 | 63,448,949 |
| 1951 | 32,151,424 | 32,283,823 | 1,071,253 | 65,506,500 |
| 1950 | 41,240,397 | 42,671,151 | 811,335 | 84,722,883 |

## Shipments of Tractor-Implement Tires

*As reported by the Rubber Manufacturers Association*

| | Original Equipment | Replacement | Export | Total |
|---|---|---|---|---|
| 1957 | 1,646,919 | 1,545,979 | 94,767 | 3,287,665 |
| 1956 | 1,559,386 | 1,442,053 | 106,831 | 3,108,270 |
| 1955 | 2,188,546 | 1,439,321 | 94,147 | 3,722,014 |
| 1954 | 1,758,067 | 1,305,753 | 86,012 | 3,149,832 |
| 1953 | 2,394,442 | 1,369,285 | 67,402 | 3,831,129 |

## U. S. Rubber Consumption by Tire and Tube and Other Industries

All data are in Long Tons

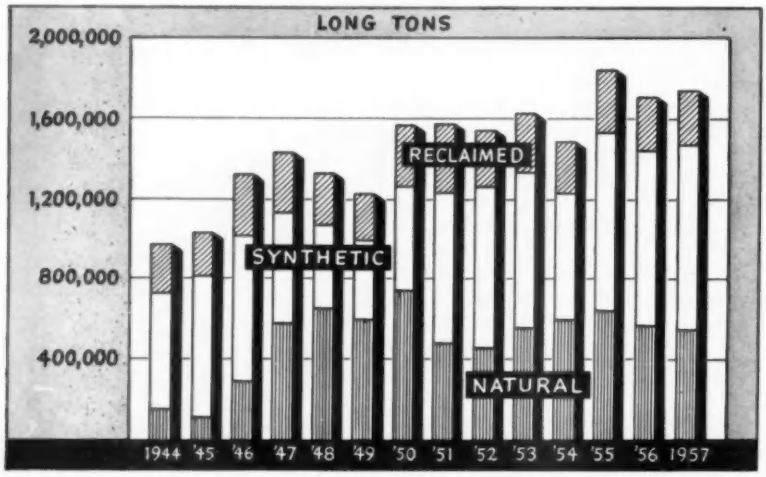
*As reported by The Chemical and Rubber Division, Business and Defense Services Administration*

| Year | Consumption in Long Tons: Natural | Synthetic | Reclaimed | Total | % of Total Rubber Consumption: Natural | Synthetic | Reclaimed | Total |
|---|---|---|---|---|---|---|---|---|
| **CONSUMED BY TIRE AND TUBE INDUSTRY** | | | | | | | | |
| 1957 (9 Months) | 261,865 | 439,258 | 108,183 | 809,306 | 64.04 | 62.98 | 53.14 | 61.78 |
| 1956 | 363,970 | 533,047 | 142,968 | 1,039,985 | 64.75 | 60.96 | 52.84 | 60.92 |
| 1955 | 409,574 | 550,282 | 167,680 | 1,127,536 | 64.52 | 61.49 | 53.61 | 61.20 |
| 1954 | 386,284 | 391,035 | 125,812 | 903,131 | 64.78 | 61.41 | 50.52 | 60.94 |
| 1953 | 358,220 | 500,282 | 141,202 | 999,705 | 64.72 | 63.74 | 49.54 | 61.58 |
| 1952 | 303,208 | 539,386 | 147,969 | 990,563 | 66.81 | 66.84 | 52.85 | 64.28 |
| **CONSUMED BY OTHER RUBBER PRODUCTS** | | | | | | | | |
| 1957 (9 Months) | 147,013 | 258,162 | 95,398 | 500,573 | 35.96 | 37.02 | 46.86 | 38.22 |
| 1956 | 198,118 | 341,347 | 127,579 | 667,044 | 35.25 | 39.04 | 47.16 | 39.08 |
| 1955 | 225,226 | 344,617 | 145,101 | 714,944 | 35.48 | 38.51 | 46.39 | 38.80 |
| 1954 | 210,001 | 245,692 | 123,237 | 578,930 | 35.22 | 38.59 | 49.48 | 39.06 |
| 1953 | 195,253 | 284,553 | 143,848 | 623,654 | 35.28 | 36.26 | 50.46 | 38.42 |
| 1952 | 150,638 | 267,651 | 132,033 | 550,322 | 33.19 | 33.16 | 47.15 | 35.72 |

# MATERIALS

## RUBBER

### U. S. CONSUMPTION OF RUBBER
**Natural, Synthetic and Reclaimed**




### Production, Shipments of Camelback-lbs.

*Rubber Manufacturers Association*

| | Production | Shipments |
|---|---|---|
| January | 37,518,000 | 35,417,000 |
| February | 30,545,000 | 28,902,000 |
| March | 30,530,000 | 31,298,000 |
| April | 33,768,000 | 33,945,000 |
| May | 35,871,000 | 34,671,000 |
| June | 33,441,000 | 35,953,000 |
| July | 36,629,000 | 37,815,000 |
| August | 41,055,000 | 44,464,000 |
| September | 40,480,000 | 39,009,000 |
| October | 47,369,000 | 50,124,000 |
| November | 37,377,000 | 34,771,000 |
| December | 33,136,000 | 36,070,000 |
| **Total—1957** | **437,739,000** | **443,413,000** |
| **Total—1956** | **401,608,000** | **400,787,000** |
| **Total—1955** | **368,263,000** | **382,922,000** |
| **Total—1954** | **315,774,000** | **305,182,000** |
| **Total—1953** | **282,698,000** | **285,805,000** |

### U. S. Consumption of Natural, Synthetic, and Reclaimed Rubber

All data are in Long Tons

*As reported by The Chemical and Rubber Division, Business and Defense Services Administration*

| | | Synthetic Rubber | | | | | Total—Natural and Synthetic | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | % of Total | | | |
| | Natural Rubber | S-Type | Butyl | Neoprene | N-Type | Total Synthetic | Tons | Natural | Synthetic | Reclaimed | Total All Rubber |
| January | 52,631 | 70,978 | 5,028 | 7,237 | 2,247 | 85,490 | 138,121 | 38.1 | 61.9 | 24,053 | 162,174 |
| February | 46,427 | 64,322 | 4,581 | 6,235 | 2,122 | 77,260 | 123,687 | 37.5 | 62.5 | 22,773 | 146,460 |
| March | 48,263 | 67,853 | 4,998 | 6,559 | 2,240 | 81,650 | 129,913 | 37.2 | 62.8 | 24,633 | 154,546 |
| April | 45,368 | 63,280 | 4,651 | 6,295 | 2,129 | 76,355 | 121,723 | 37.3 | 62.7 | 23,145 | 144,868 |
| May | 46,511 | 66,774 | 4,902 | 6,441 | 2,125 | 80,242 | 126,753 | 36.7 | 63.3 | 23,816 | 150,569 |
| June | 41,282 | 58,479 | 4,198 | 5,816 | 1,963 | 70,456 | 111,738 | 37.0 | 63.0 | 21,352 | 133,090 |
| July | 39,789 | 58,021 | 4,146 | 5,231 | 1,646 | 69,044 | 108,833 | 36.6 | 63.4 | 19,676 | 128,509 |
| August | 44,932 | 66,089 | 4,461 | 6,502 | 2,220 | 79,272 | 124,204 | 36.2 | 63.8 | 22,429 | 146,633 |
| September | 43,675 | 64,505 | 4,654 | 6,351 | 2,141 | 77,651 | 121,326 | 36.0 | 64.0 | 21,704 | 143,030 |
| October | 48,782 | 73,850 | 5,343 | 7,194 | 2,433 | 88,820 | 137,602 | 35.5 | 64.5 | 24,925 | 162,527 |
| November | 43,816 | 62,635 | 4,521 | 6,136 | 2,110 | 75,402 | 119,218 | 36.8 | 63.2 | 20,583 | 139,801 |
| December | 38,068 | 56,345 | 3,884 | 5,531 | 1,749 | 67,509 | 105,567 | 36.1 | 63.9 | 18,196 | 123,763 |
| **Total—1957** | **539,534** | **773,131** | **55,367** | **75,528** | **25,125** | **929,151** | **1,468,685** | **36.7** | **63.3** | **267,285** | **1,735,970** |
| **Total—1956** | **562,088** | **724,028** | **49,581** | **74,852** | **25,933** | **874,394** | **1,436,482** | **39.1** | **60.9** | **270,547** | **1,707,029** |
| **Total—1955** | **634,800** | **741,997** | **53,991** | **72,876** | **26,035** | **894,899** | **1,529,699** | **41.5** | **58.5** | **312,781** | **1,842,480** |
| **Total—1954** | **596,285** | **500,345** | **61,464** | **57,203** | **17,715** | **636,727** | **1,233,012** | **48.4** | **51.6** | **249,949** | **1,482,480** |

### Natural Rubber Imports, Consumption, Reexports, and Stocks

All data are in Long Tons

*As reported by The Chemical and Rubber Division, Business and Defense Services Administration*

| | DRY | | | | LATEX | | | TOTAL | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Imports | Consumption | Reexports[2] | Stocks, End of Yr. | Imports | Consumption | Stocks, End of Yr. | Imports | Consumption | Stocks, End of Yr. |
| 1957 | 391,521[1] | 462,952 | 9,143[1] | 86,174 | 63,017[1] | 76,582 | 14,299 | 454,538[1] | 539,534 | ..... |
| 1956 | 507,499 | 488,988 | 11,302 | 104,207 | 71,718 | 73,100 | 12,262 | 579,217 | 562,088 | 116,469 |
| 1955 | 544,528 | 548,322 | 10,611 | 96,902 | 93,049 | 86,478 | 13,203 | 637,577 | 634,800 | 110,105 |
| 1954 | 522,364 | 520,354 | 7,443 | 93,410 | 74,836 | 75,931 | 11,133 | 597,200 | 596,285 | 104,543 |
| 1953 | 572,103 | 486,098 | 8,376 | 98,784 | 75,511 | 67,375 | 13,532 | 647,614 | 553,473 | 112,316 |
| 1952 | 757,347 | 460,279 | 3,024 | 89,059 | 48,228 | 53,567 | 6,201 | 805,575 | 453,846 | 95,269 |

[1]—Ten months only. [2]—Includes Dry and Latex.

# STEEL

## Shipments of Steel Products by Market Classifications, 1954-1957

### All Grades including Carbon, Alloy and Stainless Steel

*As reported by the American Iron and Steel Institute*

| Consuming Industries | 1957 Net Tons | 1957 % of Total | 1956 Net Tons | 1956 % of Total | 1955 Net Tons | 1955 % of Total | 1954 Net Tons | 1954 % of Total |
|---|---|---|---|---|---|---|---|---|
| Automotive | | | | | | | | |
| Vehicles and parts (assemblers) | 13,895,315 | 17.39 | 8,752,591 | 10.51 | 11,877,436 | 14.02 | 7,560,625 | 11.97 |
| Parts, Accessories and Supplies | | | 4,991,712 | 6.00 | 6,325,973 | 7.47 | 3,901,398 | 6.18 |
| Forgings | 331,781 | .42 | 397,584 | .48 | 518,471 | .61 | 330,966 | .52 |
| Tractors | 607,788 | .76 | 770,232 | .92 | 754,390 | .89 | 452,830 | .72 |
| Aircraft | 99,561 | .12 | 134,721 | .16 | 86,892 | .11 | 88,848 | .14 |
| **Total—Automotive and Aircraft** | **14,934,445** | **18.69** | **15,046,840** | **18.07** | **19,573,162** | **23.10** | **12,334,667** | **19.53** |
| Warehouses and Distributors | 14,507,308 | 18.16 | 16,752,233 | 20.12 | 15,758,005 | 18.60 | 11,999,470 | 19.01 |
| Construction, including Maintenance | 12,523,285 | 15.67 | 10,441,126 | 12.54 | 9,681,778 | 11.43 | 8,634,987 | 13.67 |
| Containers | 6,237,583 | 7.81 | 6,818,361 | 8.19 | 6,723,074 | 7.94 | 5,870,618 | 9.30 |
| Export | 4,568,795 | 5.72 | 3,622,427 | 4.35 | 3,583,077 | 4.23 | 2,533,883 | 4.01 |
| Rail Transportation | 4,149,074 | 5.19 | 4,226,654 | 5.08 | 3,520,849 | 4.16 | 2,457,297 | 3.89 |
| Machinery, Ind. Equip. & Tools (less Tractors) | 3,904,510 | 4.89 | 4,261,367 | 5.12 | 3,944,634 | 4.66 | 3,064,208 | 4.85 |
| Contractors' Products | 3,403,580 | 4.26 | 4,074,577 | 4.89 | 3,982,161 | 4.70 | 2,969,812 | 4.70 |
| Steel for Converting and Processing | 3,396,529 | 4.25 | 3,776,559 | 4.54 | 3,753,381 | 4.43 | 2,452,703 | 3.88 |
| Electrical Machinery and Equipment | 2,085,675 | 2.61 | 2,437,804 | 2.93 | 2,291,866 | 2.71 | 1,739,007 | 2.75 |
| Other Domestic and Commercial Equipment | 1,837,940 | 2.30 | 2,263,775 | 2.72 | 2,189,416 | 2.58 | 1,742,090 | 2.76 |
| Appliances, Utensils and Cutlery | 1,558,569 | 1.95 | 2,129,115 | 2.56 | 2,199,114 | 2.60 | 1,441,461 | 2.28 |
| Shipbuilding and Marine Equipment | 1,277,772 | 1.60 | 760,306 | .91 | 601,234 | .71 | 501,231 | .79 |
| Bolts, Nuts, Rivets and Screws | 1,149,545 | 1.44 | 1,485,087 | 1.78 | 1,475,340 | 1.74 | 962,572 | 1.52 |
| Agricultural | 1,098,102 | 1.37 | 1,082,459 | 1.30 | 1,336,886 | 1.58 | 1,189,199 | 1.88 |
| Forgings (other than Automotive) | 1,056,036 | 1.32 | 1,473,186 | 1.77 | 1,266,032 | 1.49 | 832,876 | 1.32 |
| Oil and Gas Drilling | 700,501 | .88 | 778,714 | .94 | 792,767 | .94 | 585,562 | .93 |
| Ordnance and Other Military | 356,406 | .45 | 523,890 | .63 | 856,527 | 1.01 | 964,440 | 1.53 |
| Mining, Quarrying and Lumbering | 328,803 | .41 | 349,508 | .42 | 268,987 | .32 | 201,624 | .32 |
| Shipments of Non-Reporting Companies | 820,119 | 1.03 | 947,180 | 1.14 | 919,154 | 1.07 | 675,019 | 1.08 |
| Total Shipments | 79,894,577 | 100.00 | 83,251,168 | 100.00 | 84,717,444 | 100.00 | 63,152,726 | 100.00 |

## Shipments of Carbon, Alloy, and Stainless Steel, by Markets, 1957-1956

All data are in Net Tons

*As reported by the American Iron and Steel Institute*

| Consuming Industries | CARBON STEEL 1957* | CARBON STEEL 1956 | ALLOY STEEL 1957* | ALLOY STEEL 1956 | STAINLESS STEEL 1957* | STAINLESS STEEL 1956 |
|---|---|---|---|---|---|---|
| Automotive | | | | | | |
| Vehicle and Parts (assemblers) | 7,765,299 | 7,923,432 | 683,971 | 531,206 | 37,445 | 29,619 |
| Parts, Accessories and Supplies | 3,838,676 | 4,288,241 | 565,428 | 439,142 | 58,883 | 46,572 |
| Forgings | 191,248 | 209,475 | 130,249 | 101,175 | 713 | 566 |
| Tractors | 558,018 | 685,894 | 61,804 | 48,006 | 56 | 43 |
| Aircraft | 30,036 | 27,636 | 50,420 | 39,163 | 28,471 | 22,520 |
| **Total—Automotive and Aircraft** | **12,383,277** | **13,134,678** | **1,491,882** | **1,158,692** | **125,568** | **99,320** |
| Steel for Converting and Processing | 3,444,329 | 3,626,667 | 82,627 | 64,190 | 48,979 | 38,743 |
| Forgings, other than Automotive | 664,524 | 911,188 | 406,304 | 315,545 | 15,227 | 12,045 |
| Bolts, Nuts, Rivets and Screws | 1,020,040 | 1,390,691 | 75,844 | 58,891 | 8,243 | 6,518 |
| Warehouses and Distributors | 14,198,570 | 15,923,436 | 528,441 | 410,413 | 214,249 | 169,461 |
| Construction, including Maintenance | 12,162,142 | 10,325,525 | 128,304 | 99,638 | 7,065 | 5,587 |
| Contractors' Products | 3,396,629 | 4,038,839 | 18,498 | 14,378 | 14,422 | 11,408 |
| Rail Transportation | 4,134,790 | 4,010,628 | 238,868 | 185,525 | 2,256 | 1,785 |
| Shipbuilding and Marine Equipment | 1,097,180 | 686,499 | 90,074 | 69,951 | 2,262 | 1,790 |
| Oil and Gas Drilling | 572,179 | 544,215 | 170,092 | 132,090 | 892 | 705 |
| Mining, Quarrying and Lumbering | 309,157 | 317,136 | 29,835 | 23,157 | 521 | 414 |
| Agricultural | 1,004,910 | 1,051,572 | 27,321 | 21,229 | 620 | 490 |
| Machinery, Industrial Equipment and Tools | 3,439,857 | 1,612,385 | 490,638 | 381,074 | 52,016 | 41,099 |
| Electrical Machinery and Equipment | 1,590,877 | 1,819,840 | 475,744 | 369,488 | 13,554 | 10,723 |
| Appliances, Utensils, and Cutlery | 1,419,454 | 2,063,544 | 9,913 | 7,707 | 32,903 | 26,025 |
| Other Domestic and Commercial Equipment | 1,784,138 | 2,218,893 | 19,257 | 14,952 | 14,050 | 11,114 |
| Containers | 6,580,992 | 6,779,735 | 30,736 | 23,873 | 1,605 | 1,271 |
| Ordnance and Other Military | 309,381 | 435,637 | 74,042 | 57,525 | 2,250 | 1,782 |
| Export | 4,378,210 | 3,389,163 | 199,737 | 155,144 | 27,034 | 21,382 |
| Shipments of Non-reporting Companies | 640,973 | 724,785 | 155,056 | 120,390 | 36,039 | 28,533 |
| **Total Shipments** | **74,531,609** | **77,005,056** | **4,743,213** | **3,683,852** | **619,755** | **490,195** |

*—Total Shipments are final figures. Market Classifications are estimated on basis of nine months' totals.

## Average Car Usage of Aluminum*

| Make of Car | Pounds Per Car 1957 | 1958 | Per Cent Change |
|---|---|---|---|
| American Motors | 48.25 | 53.78 | +11.5 |
| Chrysler | 103.75 | 90.60 | —12.7 |
| De Soto | 93.76 | 86.15 | — 8.1 |
| Dodge | 64.80 | 71.78 | +10.9 |
| Imperial | 120.46 | 109.55 | — 9.1 |
| Plymouth | 54.10 | 70.57 | +30.4 |
| Chrysler Corp. | 67.32 | 75.48 | +12.1 |
| Edsel | .... | 55.04 | .... |
| Ford | 34.12 | 48.01 | +40.7 |
| Lincoln | 59.94 | 90.97 | +51.8 |
| Mercury | 43.20 | 64.93 | +50.3 |
| Ford Motor Co. | 35.96 | 51.62 | +43.5 |
| Buick | 43.74 | 73.92 | +69.0 |
| Cadillac | 63.38 | 86.32 | +36.2 |
| Chevrolet | 23.18 | 29.22 | +26.1 |
| Oldsmobile | 43.74 | 55.14 | +26.1 |
| Pontiac | 35.22 | 42.46 | +17.2 |
| General Motors Corp. | 32.56 | 43.70 | +34.2 |
| Packard | 32.88 | 37.01 | +12.6 |
| Studebaker | 15.60 | 24.90 | +59.6 |
| Studebaker-Packard Corp. | 16.73 | 25.69 | +53.6 |
| Average—All Cars | 40.51 | 52.40 | +29.4 |

*—Commercial Research Division, Aluminum Company of America.

## Net Shipments of Aluminum Mill Products

| | Thousands of Pounds 1957 | 1956 | 1955 |
|---|---|---|---|
| January | 234,805 | 251,639 | 205,136 |
| February | 206,397 | 240,705 | 203,585 |
| March | 227,807 | 279,119 | 232,767 |
| April | 238,212 | 260,517 | 226,208 |
| May | 249,012 | 264,308 | 232,656 |
| June | 227,388 | 240,562 | 254,123 |
| July | 249,047 | 247,806 | 209,096 |
| August | 223,786 | 217,766 | 248,457 |
| September | 215,532 | 217,425 | 241,847 |
| October | 230,913 | 252,867 | 248,806 |
| November | 186,512 | 218,272 | 245,526 |
| December | 177,859 | 194,822 | 243,584 |
| Total | 2,667,270 | 2,885,808 | 2,791,791 |

## Net Shipments of Magnesium Mill Products

| | Thousands of Pounds 1957 | 1956 | 1955 |
|---|---|---|---|
| January | 2,130 | 2,118 | 1,776 |
| February | 2,522 | 1,901 | 1,648 |
| March | 2,388 | 2,351 | 1,947 |
| April | 2,511 | 2,279 | 1,757 |
| May | 2,230 | 2,462 | 1,836 |
| June | 1,881 | 2,302 | 1,686 |
| July | 1,428 | 2,002 | 1,437 |
| August | 1,540 | 2,523 | 1,742 |
| September | 1,501 | 2,031 | 2,159 |
| October | 1,453 | 861 | 1,667 |
| November | 1,230 | 2,141 | 1,954 |
| December | 1,102 | 2,452 | 1,577 |
| Total | 21,916 | 25,423 | 21,186 |

## Value of Plastics Materials Shipments

*As reported by the Industry Division, Bureau of the Census*

| Product | Shipments 1955 | 1954 | 1947 |
|---|---|---|---|
| Cellulose plastics material | $104,932,000 | $82,354,000 | $60,702,000 |
| Vulcanized fiber | (s) | 12,004,000 | 17,086,000 |
| Regenerated cellulosic products | 241,081,000 | 217,012,000 | N.A. |
| Vinyl and polyethylene unsupported film and sheeting | 225,186,000 | 169,067,000 | 29,592,000 |
| Synthetic resins | 991,060,000 | 765,193,000 | 264,306,000 |
| Other plastics and resin material | 262,438,000 | 217,141,000 | 177,313,000 |
| Not specified by kind | (s) | 689,000 | 3,035,000 |
| Total | $1,839,468,000 | $1,463,460,000 | $552,034,000 |

(s)—Withheld because estimate did not meet standards. N.A.—Not available.

## Weight Comparison of Plastics

In a 1958 Composite Car

| | Pound |
|---|---|
| Acetate and Butyrate | 1.60 |
| Acrylic | 1.68 |
| Nylon | 0.40 |
| Phenolics | 3.00 |
| Polyvinyl Butyral or Acetal | 2.50 |
| Vinyl—extended and molded | 3.50 |
| Others, Polyester, Copolymers, etc. | 5.30 |
| Total | 17.98 |

## Automotive Replacement Battery Shipments

*As reported by the Association of American Battery Manufacturers*

| | 1957 | 1956 |
|---|---|---|
| January | 2,638,000 | 2,058,000 |
| February | 1,961,000 | 1,340,000 |
| March | 1,254,000 | 1,348,000 |
| April | 1,178,000 | 1,368,000 |
| May | 1,605,000 | 1,761,000 |
| June | 1,878,000 | 1,807,000 |
| July | 2,469,000 | 2,178,000 |
| August | 2,856,000 | 2,571,000 |
| September | 2,688,000 | 2,711,000 |
| October | 3,042,000 | 3,015,000 |
| November | 2,359,000 | 2,592,000 |
| December | 2,012,000 | 2,265,000 |
| Total | 25,940,000 | 25,014,000 |

## Value of Storage Battery Shipments, 1954-1955

*As reported by the Industry Division, Bureau of the Census*

| Type of Battery | Value |
|---|---|
| Starting, Lighting and Ignition (S.L.I.) storage batteries | |
| Automobile, truck, farm, and bus: | |
| Automotive type | $239,427,000 |
| Heavy-duty transport, motor coach and bus, and Diesel starting batteries | 7,970,000 |
| Aircraft | 3,986,000 |
| Marine | 1,198,000 |
| Other motive power type | 6,253,000 |
| Storage batteries, other than S.L.I. type | |
| Motive power type | |
| Industrial truck | 18,833,000 |
| Mining and other locomotive type | 1,491,000 |
| Other motive power | 547,000 |
| Farm and emergency lighting storage batteries | 1,042,000 |
| Communication storage batteries (incl. radio, telephone, telegraph, and railroad signalling) | 10,801,000 |
| Railway Diesel starting batteries | 4,497,000 |
| Railway air conditioning and car lighting | 4,839,000 |
| Other storage batteries | 23,250,000 |
| Parts and supplies for storage batteries | 11,978,000 |
| Total—Storage Batteries—1954 | $336,112,000 |
| Total—Storage Batteries—1955 | $365,159,000 |

# CONSTRUCTION EQUIPMENT

## Construction Machinery

### Excavating and Earthmoving Equipment

*As reported by the Industry Division, Bureau of the Census*

| Type of Equipment | 1957 Shipments Units | 1957 Shipments Value | 1956 Shipments Units | 1956 Shipments Value | 1955 Shipments Units | 1955 Shipments Value |
|---|---|---|---|---|---|---|
| **Road Construction and Maintenance Machinery** | | | | | | |
| Ditchers and Trenchers | 688 | $7,529,000 | 1,201 | $10,487,000 | 1,285 | $10,855,000 |
| Ladder-type | 337 | 2,894,000 | 648 | 4,553,000 | 681 | 4,759,000 |
| Wheel-type | 351 | 4,635,000 | 553 | 5,934,000 | 604 | 6,096,000 |
| Carrying and Hauling Scrapers | 5,774 | 59,517,000 | 5,726 | 51,366,000 | 5,637 | 39,025,000 |
| For use with Tracklaying Tractors | 1,155 | 11,268,000 | 1,207 | 10,512,200 | 1,510 | 10,704,000 |
| For use with Wheel-type Tractors | 4,619 | 48,249,000 | 4,519 | 40,854,000 | 4,127 | 28,321,000 |
| Motor Graders and light Maintainers | 7,978 | 88,036,000 | 9,613 | 101,929,000 | 8,493 | 76,734,000 |
| Under 45 bhp | 601 | 2,677,000 | 625 | 2,609,000 | 946 | 3,562,000 |
| 45-89 bhp | 2,046 | 16,100,000 | 2,417 | 19,064,000 | 2,874 | 21,917,000 |
| 90 bhp and over | 5,331 | 69,259,000 | 6,571 | 80,256,000 | 4,673 | 51,255,000 |
| Graders (except Motor Graders) | 373 | 877,000 | 423 | 1,000,000 | 419 | 954,000 |
| Pull-type | 129 | 162,000 | 154 | 187,000 | N.A. | N.A. |
| All Other Types | 244 | 715,000 | 269 | 813,000 | N.A. | N.A. |
| Loaders, portable conveyor-type | 81 | 948,000 | 105 | 1,339,000 | 151 | 2,305,000 |
| Rippers and Rooters | 2,326 | 4,459,000 | 2,343 | 3,124,000 | 1,815 | 2,305,000 |
| Rollers | 5,488 | 22,327,000 | 5,952 | 22,991,000 | 5,668 | 19,902,000 |
| Three-wheeled, self-propelled | 635 | 4,904,000 | 712 | 5,016,000 | 642 | 4,127,000 |
| Portable, self-propelled | 542 | 2,103,000 | 609 | 2,251,000 | 438 | 1,298,000 |
| Tandem, self-propelled | 1,803 | 9,017,000 | 2,040 | 9,595,000 | 1,866 | 8,206,000 |
| Tamping and Sheepsfoot | 1,537 | 3,806,000 | 1,481 | 3,445,000 | 1,327 | 2,855,000 |
| Pneumatic, drawn | 971 | 2,497,000 | 1,110 | 2,684,000 | 1,395 | 3,416,000 |
| **Total—Road Construction Machinery** | .... | **$183,693,000** | .... | **$192,236,000** | .... | **$151,410,000** |
| **Construction Machinery for mounting on Tractors** | | | | | | |
| Cranes | .... | ..... | 239 | $1,303,000 | 365 | $2,482,000 |
| Shovel-type Loaders | 13,477 | $33,201,000 | 20,729 | 49,269,000 | 16,887 | 37,201,000 |
| Dozers, cable, angle and bull | 6,424 | 14,761,000 | 8,759 | 17,752,000 | 7,719 | 14,727,000 |
| Dozers, hydraulic, angle and bull | 9,372 | 22,158,000 | 13,376 | 28,175,000 | 11,956 | 24,238,000 |
| Cable power-control units | 10,266 | 16,177,000 | 12,583 | 18,254,000 | 12,035 | 15,806,000 |
| **Total—Construction Machinery on Tractors** | .... | **$86,297,000** | .... | **$114,753,000** | .... | **$94,454,000** |
| Wheel-type Tractors, Off-Highway type[2] | 5,133 | $101,567,000 | 5,339 | $94,587,000 | 4,144 | $64,173,000 |
| Tracklaying Tractors[2] | N.A. | N.A. | 55,417 | 471,384,000 | 48,891 | 359,443,000 |
| Trucks, Off-Highway type | N.A. | N.A. | 4,576 | 80,380,000 | 2,742 | 42,251,000 |
| Trailers and Wagons, Off-Highway type | 658 | 6,876,000 | 669 | 6,552,000 | 487 | 4,276,000 |
| Portable Well and Blast-Hole Drills | 543 | 5,046,000 | 1,209 | 8,652,000 | 1,166 | 8,021,000 |
| Other Excavating and Earthmoving Equipment | .... | 3,224,000 | .... | 1,598,000 | .... | 2,190,000 |
| **Total—Construction Machinery** | .... | **N.A.** | .... | **$970,142,000** | .... | **$726,218,000** |

[2]—Also included in table of "Tractor Shipments" shown in Motor Vehicle Section. N.A.—Not available.

## Shipments and Value of Industrial Trucks, Tractors, Trailers and Stackers

*As reported by the Industry Division, Bureau of the Census*

| Type of Truck and Tractor | Quantity (Units) | Value at Plant |
|---|---|---|
| **Powered Trucks and Tractors** | | |
| Trucks (operator walking) | 7,469 | $8,053,000 |
| Trucks (operator riding) and tractors | | |
| Electric (storage battery and gasoline powered) | | |
| Fork Trucks | 3,552 | 15,212,000 |
| Trucks (except Fork) | 1,300 | 5,667,000 |
| Tractors | 199 | 367,000 |
| Gasoline | | |
| Fork Trucks | 14,421 | 41,758,000 |
| Trucks (except Fork) | 1,142 | 3,800,000 |
| Tractors | 2,261 | 3,523,000 |
| All Other Trucks (operator riding) and Tractors (incl. Diesel, compressed-air powered, etc.) | .... | (1) |
| Portable Elevators (Stackers) | 4,653 | 3,162,000 |
| **Hand Trucks and Trailers (incl. Dollies and Platform Trucks)** | | |
| Hand Lift | .... | 8,373,000 |
| Other Hand Trucks | .... | 20,605,000 |
| Metal Pallets and Skids | .... | 40,094,000 |
| Parts and Attachments and Miscellaneous Equipment | | |
| Industrial Trucks and Tractors, n.e.c. | .... | 4,210,000 |
| **Total—Industrial Trucks and Tractors—1947** | .... | **$154,824,000** |
| **Total—Industrial Trucks and Tractors—1954** | .... | **$254,822,000** |
| **Total—Industrial Trucks and Tractors—1955** | .... | **$311,908,000** |

(1)—Included with trucks and tractors, n.e.c.

## Shipments of Industrial Trucks and Tractors

*As reported by the Industrial Truck Assn.*

| | Electric | | | Gasoline Powered Type |
|---|---|---|---|---|
| 1957 | Hand (Motorized) | Rider Type | Total Electric | |
| Jan. | 602 | 480 | 1,082 | 1,837 |
| Feb. | 589 | 385 | 944 | 1,610 |
| Mar. | 583 | 411 | 994 | 1,909 |
| Apr. | 606 | 455 | 1,061 | 1,941 |
| May | 618 | 429 | 1,047 | 1,737 |
| June | 536 | 433 | 969 | 1,869 |
| July | 611 | 420 | 1,031 | 1,651 |
| Aug. | 354 | 242 | 596 | 1,926 |
| Sept. | 476 | 302 | 778 | 1,661 |
| Oct. | 600 | 373 | 973 | 1,639 |
| Nov. | 532 | 366 | 898 | 1,518 |
| Dec. | 504 | 389 | 893 | 1,812 |
| **Total** | **6,581** | **4,685** | **11,266** | **21,110** |
| **1956** | | | | |
| Jan. | 570 | 409 | 979 | 1,777 |
| Feb. | 603 | 491 | 1,094 | 1,765 |
| Mar. | 671 | 503 | 1,174 | 2,170 |
| Apr. | 624 | 503 | 1,127 | 2,232 |
| May | 719 | 520 | 1,239 | 2,254 |
| June | 702 | 533 | 1,235 | 2,141 |
| July | 682 | 512 | 1,194 | 2,725 |
| Aug. | 554 | 374 | 928 | 2,137 |
| Sept. | 577 | 442 | 1,019 | 2,141 |
| Oct. | 682 | 491 | 1,173 | 2,191 |
| Nov. | 565 | 501 | 1,066 | 2,206 |
| Dec. | 521 | 442 | 963 | 1,977 |
| **Total** | **7,470** | **5,721** | **13,191** | **25,716** |

# HEAVY-DUTY AND OFF-HIGHWAY TRUCKS

**The data listed below are for standard models. Optional engines, transmissions and rear axles are available for all makes and models.**

| MAKE AND MODEL | Type | WHEEL-BASE | | WEIGHTS | | | TIRES | | ENGINE | | | | | | TRANSMISSION | | | REAR AXLE | | FRONT AXLE | SERVICE BRAKES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Minimum Standard | Maximum Standard | G.V.W. | G.C.W. | Chassis with Cab and Body | Front | Rear—Dual Unless Noted | Make and Model | No. of Cylinders—Bore and Stroke | Displacement | Fuel Used | Max. Brake. Hp. at R.P.M. | Torque (Lb. Ft.) | Make and Model | Forward Speeds | Reverse Speeds | Make and Model | Gear and Type | Make and Model | Make | Actuation | Total Lining Area (Sq. In.) |
| Crane Carrier | 642 | Ch | 146¼ | | 25,000 | | 8,000 | 7.50x20 | 7.50x20 | Chr | Ind32 | 6-3⅞x4½ | 265 | G | 120-3600 | 221 | NP | 90680 | 5 | 1 | Eat | 1614 | HF | Tim | FD901 | | H | 712 |
| | 964A | Ch | 149 | | 33,500 | | 10,040 | 7.50x20 | 7.50x20 | Chr | Ind32 | 6-3⅞x4½ | 265 | G | 120-3600 | 221 | NP | 90680 | 5 | 1 | Tim | SDH | HF | Tim | FC901F6 | | H | 842 |
| | 1064A | Ch | 149 | | 35,500 | | 11,460 | 8.25x20 | 8.25x20 | Chr | Ind32 | 6-3⅞x4½ | 265 | G | 120-3600 | 221 | NP | 90680 | 5 | 1 | Tim | SFH | HF | Tim | FC901F6 | | H | 896 |
| | 1364A | Ch | 160 | | 39,000 | | 15,100 | 9.00x20 | 9.00x20 | Int | BD282 | 6-3⅞x4½ | 283 | G | 137-3600 | 251 | Ful | 5A33 | 5 | 1 | Eat | 28M | HF | Tim | FD901 | | A | 1117 |
| | 1564A | Ch | 160 | | 43,000 | | 13,880 | 9.00x20 | 9.00x20 | Int | BD308 | 6-3⅞x4½ | 308 | G | 150-3600 | 268 | Ful | 5A33 | 5 | 1 | Eat | 34R | HF | Tim | FD901 | | H | 1127 |
| | 1864A | Ch | 175 | | 45,000 | | 18,880 | 10.00x20 | 10.00x20 | Int | RD406 | 6-4⅝x4½ | 406 | G | 175-3200 | 338 | Ful | 5A43 | 5 | 1[1] | Eat | 34R | HF | Tim | FE900 | | A | 1287 |
| | 2064A | Ch | 190 | | 55,000 | | 22,080 | 10.00x20 | 10.00x20 | Int | RD450 | 6-4⅝x5 | 451 | G | 182-3000 | 388 | Ful | 5A43 | 5 | 1[1] | Eat | 38M | HF | Shu | FE15 | | A | 1442 |
| | 2564A | Ch | 205 | | 60,000 | | 28,040 | 11.00x20 | 11.00x20 | Int | RD501 | 6-4½x5½ | 501 | G | 212-3000 | 444 | Ful | 5A620 | 5 | 1[1] | Cla | BD72000 | SbP | Shu | FE15 | | A | 1620 |
| | 3064A | Ch | 215 | | 68,000 | | 29,240 | 12.00x20 | 12.00x20 | Int | RD501 | 6-4½x5½ | 501 | G | 212-3000 | 444 | Ful | 5C650 | 5 | 1[1] | Cla | BD72000 | SbP | Shu | FE18 | | A | 1442 |
| | MC450 | Ch | 150 | | 37,000 | | 11,680 | 9.00x20 | 9.00x20 | Int | BD308 | 6-3⅞x4½ | 308 | G | 150-3600 | 268 | Ful | 5A33 | 5 | 1 | Eat | 28MR | HF | Tim | FD901 | | H | 1117 |
| | MC625 | Ch | 150 | Opt | 49,000 | | 12,400 | 10.00x20 | 9.00x20 | Int | RD450 | 6-4⅝x5 | 450 | G | 182-3000 | 388 | Ful | 5A43 | 5 | 1[1] | Eat | 34R | HF | Shu | FE15 | | A | 1331 |
| | LCM6566 | Ch | 162 | | 65,000 | | 17,140 | 10.00x20 | 10.00x20 | Cum | JT6B1 | 6-4½x5 | 401 | D | 175-2500 | 407 | Cla | 328Y051 | 5 | 1 | Cla | BD45000 | SbP | Cla | 12050 | | A | 1442 |
| | 1264A | Ch | 160 | | 37,000 | | 12,500 | 8.25x20 | 8.25x20 | Int | BD282 | 6-3⅞x4½ | 283 | G | 137-3600 | 251 | Ful | 5A33 | 5 | 1 | Tim | SFH | HF | Tim | FD901 | | H | 1009 |
| Dart | 10SL | EDT | 144 | 144 | 40,000 | | 20,000 | 12.00x20 | 12.00x20 | Cum | JBS600 | 6-4½x5 | 401 | D | 160-2500 | 380 | Ful | 5C65 | 5 | 1 | Tim | U200P | HF | Tim | 27463 | BW | A | 678 |
| | 25SL | EDT | 176 | 176 | 95,000 | | 45,000 | 14.00x25 | 18.00x25 | Cum | NHRBS600 | 6-5½x6 | 743 | D | 320-2100 | 800 | Ful | 10F1220 | 10 | 2 | Own | D75S | HbF | Tim | FU900 | BW | A | 1325 |
| | 35T | EDT | 206 | 206 | 139,300 | | 69,300 | 16.00x25 | 16.00x25 | Cum | NRT6 | 6-5½x6 | 743 | D | 335-2100 | 900 | Ful | 4MS1440 | 4 | 1 | Own | D75S | HbF | Tim | FU900 | BW | A | 2185 |
| | 50SBDT | BDT[r] | 142[2] | 142[2] | | 165,100 | 65,100 | 14.00x25 | 18.00x25 | Cum | NHRBS600 | 6-5½x6 | 743 | D | 320-2100 | 800 | Ful | 10F1220 | 10 | 2 | Own | D75S | HbF | Tim | FU900 | BW | A | 2185 |
| | 25S | EDT | 132 | 132 | 94,950 | | 44,950 | 14.00x25 | 18.00x25 | Cum | NHRBS600 | 6-5½x6 | 743 | D | 320-2100 | 800 | Ful | 4MS1440 | 4 | 1 | Own | D75S | HbF | Tim | FU900 | | A | 1325 |
| | 35S-L | EDT | 200 | 200 | 126,000 | | 56,000 | 18.00x25 | 18.00x33 | Cum | NHV1200 | 12-5½x6 | 1486 | D | 400-2100 | 1075 | Cot | GA966 | 3 | 1 | Own | D100S | HbF | Own | TF1800 | | A | 1527 |
| | 50T | EDT | 206 | 206 | 180,000 | | 80,000 | 16.00x25 | 18.00x25 | Cum | NHV1200 | 12-5½x6 | 1486 | D | 400-2100 | 1075 | Ful | 4MS144 | 4 | 1 | Own | D100T | HbF | Own | TF1800 | | A | 2185 |
| | 15S-L | EDT | 156 | 156 | 62,500 | | 32,500 | 13.00x25 | 14.00x25 | Cum | HR6B | 6-5½x6 | 743 | D | 175-1800 | 550 | Ful | 5F1220 | 5 | 1 | Tim | DR400 | | Shu | 18A | | A | 1004 |
| | 13S-UG | US | 144 | 144 | 51,000 | | 25,000 | 14.00x20 | 14.00x20S | Her | DRX501 | 6-4½x5½ | 501 | D | 136-2100 | 380 | All | CRT3331 | 3 | 3 | Tim | PS204HX | HR | Tim | | | A | 496 |
| | 30S-L | EDT | 176 | 176 | 106,600 | | 46,600 | 16.00x25 | 18.00x25 | Cum | NHRBS600 | 6-5½x6 | 743 | D | 320-2100 | 800 | Ful | 10F1220 | 10 | 2 | Own | D75S | HbF | Tim | FU900 | | A | 1325 |
| | 10S | EDT | 108 | 108 | 39,000 | | 19,000 | 12.00x20 | 12.00x20 | Cum | JS6 | 6-4½x5 | 401 | D | 160-2500 | 380 | Ful | 5C65 | 5 | 1 | Tim | U200 | HF | Tim | 27463 | | A | 678 |
| Dodge | L8-T900 | Ch | 144 | 192 | 46,000 | | 10,325 | 10.00x22.5 | 10.00x22.5 | Own | | 8-3⅞x3½ | 354 | G | 234-3900 | 360 | Cla | 300V | 5 | 1 | Tim | SLDD | SF | | | | | |
| Duplex | K-501 | EDT | 166 | 184 | 34,000 | | 10,630 | 11.00x20 | 11.00x20 | Int | RD501 | 6-4½x5½ | 501 | G | 212-3000 | 444 | | | 5 | 2 | Tim | U200B | F | Tim | FE900 | BW | A | |
| | LC600-4 | EDT | 164 | 188 | 40,000 | | 15,400 | 11.00x20 | 11.00x20 | Cum | HRB600 | 6-5½x6 | 743 | D | 175-1800 | 540 | Ful | 5C650 | 5 | 2 | Tim | 1758 | F | Tim | F409 | BW | A | |
| | L6602-4 | EDT | 166 | 190 | 40,000 | | 13,300 | 11.00x20 | 11.00x20 | Cont | R6602 | 6-4⅞x5⅝ | 602 | G | 200-2600 | 464 | Ful | 5C650 | 5 | 2 | Tim | 1758 | F | Tim | F409 | BW | A | |
| | LC600 | Ch | 166 | 190 | 37,000 | | 12,900 | 11.00x20 | 11.00x20 | Cum | HRB600 | 6-5½x6 | 743 | D | 175-1800 | 540 | Ful | 5C650 | 5 | 2 | Tim | U200 | F | Tim | FE900 | BW | A | |
| | L | EDT | 168 | 184 | 37,000 | | 11,300 | 11.00x20 | 11.00x20 | Her | RXLD | 6-4⅜x5½ | 558 | G | 154-2400 | 432 | Ful | 5C650 | 5 | 2 | Tim | U200P | F | Tim | FE900 | BW | A | |
| | L6602 | EDT | 166 | 190 | 37,000 | | 11,900 | 11.00x20 | 11.00x20 | Cont | R6602 | 6-4⅞x5⅝ | 602 | G | 200-2600 | 464 | Ful | 5C650 | 5 | 2 | Tim | U200 | F | Tim | FE900 | BW | A | |
| | FA844 | EDT | 178 | 178 | 34,000 | | 18,000 | 14.00x20 | 14.00x20S | LR | H844 | 8-5¼x4½ | 844 | G | 320-2600 | 790 | All | TG617RM10 | 3 | 1 | Tim | 1758DPA | | Tim | F409CW | BW | A | |
| | L-6 | Ch | 172 | 232 | 60,000 | | 15,000 | 11.00x20 | 11.00x20 | Cum | HRB600 | 6-5½x6 | 743 | D | 175-1800 | 540 | Ful | 5A650 | 5 | 2 | Tim | SW456 | WF | Tim | FE900 | | A | 1078 |
| | RH6 | Ch | 160 | 208 | 40,000 | | 11,500 | 10.00x20 | 10.00x20 | Cont | B6427 | 6-4⅜x4½ | 427 | G | 141-2600 | 325 | Ful | 5A43 | 5 | 1 | Tim | SD3010 | DF | | | | | |
| Euclid | R-10 | EDT | 148 | 148 | 41,600 | | 21,600 | 11.00x25 | 12.00x25 | GM | 4-71 | 4-4¼x5 | 284 | D | 128-1800 | 375 | Ful | 10E650 | 10 | 2 | Own | 34RA | F | Own | | | A | 576 |
| | 80FD | EDT | 156½ | 156½ | 59,900 | | 29,900 | 12.00x24 | 14.00x24 | Cum | HR8 | 6-5½x6 | 743 | D | 165-1800 | 540 | Ful | 5F1220 | 5 | 1 | Own | 4RA | SR | Own | | | A | 654 |
| | R-18 | EDT | 155 | 155 | 66,800 | | 30,800 | 13.00x25 | 16.00x25 | GM | 6-71 | 6-4¼x5 | 426 | D | 218-2100 | 570 | Ful | 5F1220 | 5 | 1 | Own | | F | Own | | | A | 786 |
| | R-22(36TD) | EDT | 165 | 165 | 88,550 | | 44,550 | 14.00x25 | 18.00x25 | Cum | NHRS | 6-5½x6 | 743 | D | 300-2100 | 800 | All | TG607 | 3 | 1 | Own | 30RA | F | Own | | | A | 1072 |
| | R-22(46TD) | EDT | 165 | 165 | 87,300 | | 43,300 | 14.00x25 | 18.00x25 | Cum | NHRS | 6-5½x6 | 743 | D | 300-2100 | 800 | Ful | 10F1220 | 10 | 2 | Own | 47RA | F | Own | | | A | 1072 |
| | R-22(60TD) | EDT | 177 | 177 | 87,900 | | 43,900 | 14.00x25 | 18.00x25 | GM | 6-110 | 6-5x5½ | 660 | D | 300-2000 | 850 | Ful | 10F1220 | 10 | 2 | Own | 47RA | F | Own | | | A | 1072 |
| | R-22(63TD) | EDT | 177 | 177 | 88,900 | | 44,900 | 14.00x25 | 18.00x25 | GM | 6-110 | 6-5x5½ | 660 | D | 300-2000 | 850 | All | TG607 | 3 | 1 | Own | 30RA | F | Own | | | A | 1072 |
| | R-40(9FFD) | EDT | 180 | 180 | 158,000 | | 78,000 | 18.00x25 | 18.00x33 | GM | 6-71[3] | 6-4¼x5 | 426 | D | 470-2100 | 1260 | All | TG609[3] | 3 | 1 | Own | 72RA[3] | F | Own | | | A | 1620 |
| | R-40(10FFD) | EDT | 180 | 180 | 158,000 | | 78,000 | 18.00x25 | 18.00x33 | Cum | NT6B[13] | 6-5½x6 | 743 | D | 500-2100 | 1390 | All | TG609[3] | 3 | 1 | Own | 72RA[3] | F | Own | | | A | 1620 |
| | R-50(3LLD) | EDT | 219 | 219 | 216,000 | | 116,000 | 18.00x33 | 18.00x33 | GM | 6-110[3] | 6-5x5½ | 660 | D | 650-2000 | 1860 | All | CT5640[3] | 4 | 2 | Own | 50RA[3] | F | Own | | | A | 2406 |
| | R-50(4LLD) | EDT | 219 | 219 | 216,000 | | 116,000 | 18.00x33 | 18.00x33 | Cum | NRTB6B[13] | 6-5½x6 | 743 | D | 670-2100 | 1800 | All | CT5640[3] | 4 | 2 | Own | 50RA[3] | F | Own | | | A | 2406 |
| | S-7 | EDT | 174 | 174 | 50,500 | | 26,500 | 18.00x25 | 18.00x25 | GM | 4-71 | 4-4¼x5 | 284 | D | 143-2100 | 375 | All | CT3340[3] | 4 | 2 | Own | | | Own | 63RA | | A | 840 |
| | S-18 | EDT | 236 | 236 | 132,260 | | 62,250 | 27.00x33 | 27.00x33 | GM | 6-110 | 6-5x5½ | 660 | D | 300-2000 | 850 | All | CT5640[3] | 4 | 2 | Own | | | Own | | | A | 2360 |
| Fabco | FD251B | Ch | 130 | Opt | 40,000 | | 13,000 | 8.25x20 | 9.00x20 | Ford | | 8-3⅛x3½ | 317 | G | 170-3900 | 286 | Ford | | 10 | 2 | Ford | | SF | | | | | |
| Federal | 600R1 | Ch | 145 | 193 | 40,000 | | 11,132 | 11.00x22 | 11.00x22 | Cont | R6602 | 6-4⅞x5⅝ | 602 | G | 232-2800 | 484 | Ful | 5A65 | 5 | 1 | Tim | U200 | HD | | | | | |
| | 600R2 | Ch | 145 | 193 | 40,000 | | 11,285 | 11.00x22 | 11.00x22 | Cont | R6602 | 6-4⅞x5⅝ | 602 | G | 232-2800 | 484 | Ful | 5A65 | 5 | 1 | Tim | U300 | HD | | | | | |
| | D700R1 | Ch | 145 | 193 | 40,000 | | 12,545 | 11.00x22 | 11.00x22 | Cum | NHB600 | 6-5½x6 | 743 | D | 210-2100 | 535 | | 8051A | 5 | 1 | Tim | U200 | HD | | | | | |
| | D700R2 | Ch | 145 | 193 | 40,000 | | 12,690 | 11.00x22 | 11.00x22 | Cum | NHB600 | 6-5½x6 | 743 | D | 210-2100 | 535 | | 8051A | 5 | 1 | Tim | U300 | HD | | | | | |
| | 400R53 | Ch | 157 | 193 | 42,000 | | 11,177 | 10.00x20 | 10.00x20 | Cont | T6427 | 6-4⅜x4⅞ | 427 | G | 179-3000 | 356 | Cla | 290V | 5 | 1 | | SLHD | Hy | | | | | |
| | D400R53 | Ch | 157 | 193 | 42,000 | | 11,477 | 10.00x20 | 10.00x20 | Cum | JBS600 | 6-4½x5 | 401 | D | 150-2500 | 350 | Cla | 290V | 5 | 1 | | SLHD | Hy | | | | | |
| | 400R54 | Ch | 157 | 193 | 42,000 | | 11,452 | 10.00x20 | 10.00x20 | Cont | T6427 | 6-4⅜x4⅞ | 427 | G | 179-3000 | 356 | Cla | 290V | 5 | 1 | | SLHD | Hy | | | | | |
| | D400R54 | Ch | 157 | 193 | 42,000 | | 11,752 | 10.00x20 | 10.00x20 | Cum | JBS600 | 6-4½x5 | 401 | D | 150-2500 | 350 | Cla | 290V | 5 | 1 | | SLHD | Hy | | | | | |

| | | |

# HEAVY DUTY AND OFF-HIGHWAY TRUCKS—*Concluded.*

| MAKE AND MODEL | Type | WHEEL-BASE | | WEIGHTS | | | TIRES | | ENGINE | | | | | | | TRANSMISSION | | | REAR AXLE | | FRONT AXLE | SERVICE BRAKES | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Minimum Standard | Maximum Standard | G.V.W. | G.C.W. | Chassis with Cab and Body | Front | Rear—Dual Unless Noted | Make and Model | No. of Cylinders—Bore and Stroke | Displacement | Fuel Used | Max. Brake Hp. at R.P.M. | Torque (Lb. Ft.) | | Make and Model | Forward Speeds | Reverse Speeds | Make and Model | Gear and Type | Make and Model | Make | Actuation | Total Lining Area (Sq. In.) |
| Mack | | | | | | | | | | | | | | | | | | | | | | | | |
| LRX | EDT | 160 | | 65,000 | | 33,000 | 12.00x24 | 14.00x24 | Own | END673 | 6-4⅞x6 | 672 | D | 170-2100 | 480 | Own | 9 | 2 | Own | | Own | | A | |
| LVX | EDT | 170 | | 85,800 | | 40,800 | 14.00x24 | 18.00x25 | Cum | NHV1200 | 6-5½x6 | 743 | D | 300-2100 | 818 | Own | 8 | 2 | Own | | Own | | A | |
| LRSW | EDT | 202 | | 120,000 | | 60,000 | 14.00x24 | 16.00x25 | Cum | NHRS6B1 | 6-5½x6 | 743 | D | 300-2100 | 818 | Own | 8 | 2 | Own | | Own | | A | |
| LRVSW | EDT | 202 | | 136,000 | | 68,000 | 16.00x25 | 16.00x25 | Cum | NHRS6B1 | 12-5½x6 | 1486 | D | 400-2100 | 1075 | Own | 4 | 1 | Own | | Own | | A | |
| B-80X | EDT | 158½ | 158½ | 46,000 | | | 11.00x24 | | Own | END707C | 6-5x6 | 707 | G | 232-2100 | 560 | Own | 5 | 1 | Own | | Own | | A | |
| B-80SX | EDT | 165½ | 165½ | 55,000 | | | 11.00x22 | | Own | END707C | 6-5x6 | 707 | G | 232-2100 | 560 | Own | 20 | 4 | Own | | Own | | A | |
| B-81X | EDT | 158½ | 158½ | 46,000 | | | 11.00x24 | | Own | END673 | 6-4⅞x6 | 672 | D | 170-2100 | 480 | Own | 20 | 4 | Own | | Own | | A | |
| B-81SX | EDT | 165½ | 165½ | 55,000 | | | 11.00x22 | | Own | END673 | 6-4⅞x6 | 672 | D | 170-2100 | 480 | Own | 20 | 4 | Own | | Own | | A | |
| B-813X | EDT | 158½ | 158½ | 46,000 | | | 11.00x24 | | Own | ENDT673 | 6-4⅞x6 | 672 | D | 205-2100 | 1400 | Own | 20 | 4 | Own | | Own | | A | |
| B-813SX | EDT | 165½ | 165½ | 55,000 | | | 11.00x22 | | Own | ENDT673 | 6-4⅞x6 | 672 | D | 205-2100 | 560 | Own | 20 | 4 | Own | | Own | | A | |
| B-8136SX | EDT | 174½ | 174½ | 55,000 | | | 11.00x22 | | Own | ENDT673 | 6-4⅞x6 | 672 | D | 205-2100 | 560 | Own | 10 | 2 | Own | | Own | | A | |
| B-83SX | EDT | 165½ | 165½ | 55,000 | | | 11.00x22 | | Cum | NH6B | 6-5½x6 | 743 | D | 220-2100 | 606 | Own | 20 | 4 | Own | | Own | | A | |
| B-833SX | EDT | 165½ | 165½ | 55,000 | | | 11.00x22 | | Cum | NT6B | 6-5½x6 | 743 | D | 250-2100 | 695 | Own | 20 | 4 | Own | | Own | | A | |
| B-85SX | EDT | 188½ | 188½ | 65,000 | | | 12.00x24 | | Cum | NHS6B | 6-5½x6 | 743 | D | 290-2100 | 775 | Own[6] | 15 | 3 | Own | | Own | | A | |
| B-853SX | EDT | 188½ | 188½ | 65,000 | | | 12.00x24 | | Cum | NTO6B | 6-5½x6 | 743 | D | 262-2100 | 695 | Own[6] | 15 | 3 | Own | | Own | | A | |
| B-87SX | EDT | 188½ | 188½ | 65,000 | | | 12.00x24 | | Cum | NHRS6B | 6-5½x6 | 743 | D | 320-2100 | 865 | Own[6] | 15 | 3 | Own | | Own | | A | |
| B-873SX | EDT | 188½ | 188½ | 65,000 | | | 12.00x24 | | Cum | NRTO6B | 6-5½x6 | 743 | D | 335-2100 | 900 | Own[6] | 15 | 3 | Own | | Own | | A | |
| Oshkosh | | | | | | | | | | | | | | | | | | | | | | | | |
| W-2100M | Ch | 160 | | 40,000 | | 16,000 | 13.00x20 | 13.00x20 | Cum | HRFB600 | 6-5½x6 | 743 | D | 180-2000 | 505 | | 4 | 1 | Own | | Own | BW | A | |
| W-2500 | EDT | | | 90,000 | | 46,000 | 16.00x25 | 16.00x25 | Cum | NHRS600 | 6-5½x6 | 743 | D | 300-2100 | 818 | All | TG602 | 3 | 1 | Own | | Own | | A | 1260 |
| W-2501 | EDT | | | 90,000 | | 46,000 | 16.00x25 | 16.00x25 | HS | 1091B1 | 6-5½x7 | 1091 | G | 356-2200 | 1070 | All | TG602 | 3 | 1 | Own | | Own | | A | 1260 |
| W-817 | Ch | 158 | 205 | 40,000 | | 14,400 | 12.00x20 | 12.00x20 | Cum | HRFB600 | 6-5½x6 | 743 | D | 180-2000 | 550 | Own | W817 | 5 | 1 | Own | 817 SF | | | | |
| W-827 | Ch | 158 | 205 | 40,000 | | 14,600 | 12.00x20 | 12.00x20 | Cum | HRFB600 | 6-5½x6 | 743 | D | 180-2000 | 550 | Own | W827 | 5 | 1 | Own | 827 DF | | | | |
| WA-906 | Ch | 160 | 205 | 42,000 | | 16,000 | 13.00x20 | 13.00x20 | Cum | HRFB600 | 6-5½x6 | 743 | D | 180-2000 | 550 | Own | WA906 | 12 | | Own | WA906 DF | | | | |
| W-2211 | Ch | 160 | 205 | 44,000 | | 16,500 | 13.00x20 | 13.00x20 | Wau | 145GKB | 6-5½x6 | 779 | G | 240-2400 | 590 | Own | W2211 | 12 | | Own | W2211 DF | | | | |
| W-2206 | Ch | 160 | 205 | 54,000 | | 19,000 | 13.00x24 | 13.00x24 | HS | 1091G1 | 6-5½x7 | 1091 | G | 330-2000 | 960 | Own | W2206 | 10 | | Own | W2206 DF | | | | |
| WA-2208 | Ch | 160 | 205 | 44,000 | | 16,900 | 13.00x20 | 13.00x20 | Cum | NHB600 | 6-5½x6 | 743 | D | 200-2100 | 550 | Own | WA2208 | 12 | | Own | WA2208 DF | | | | |
| W-2209 | Ch | 160 | 205 | 54,000 | | 19,500 | 13.00x24 | 13.00x24 | Cum | NHRS600 | 6-5½x6 | 743 | D | 300-2100 | 818 | Own | W2209 | 10 | | Own | W2209 DF | | | | |
| W-825-6x6 | Ch | 178 | Opt | 45,000 | | 12,500 | 11.00x20 | 11.00x20 | Cont | R6602 | 6-4⅞x5⅝ | 602 | G | 218-2600 | 484 | Own | W825 | 5 | 1 | Tim | SFD3020 DF | | | | |
| W-826-6x6 | Ch | 178 | Opt | 45,000 | | 19,000 | 11.00x20 | 11.00x20 | Cum | HB600 | 6-4⅞x6 | 672 | D | 150-1800 | 500 | Own | W826 | 5 | 1 | Tim | SFD3020 DF | | | | |
| W-1602 | Ch | Opt | Opt | 95,000 | | | 14.00x24 | 14.00x24 | Optional | | | | | | | | | | | Tim | SD472 DF | | | | |
| W-1600 | Ch | Opt | Opt | 65,000 | | | 11.00x24 | 11.00x24 | Optional | | | | | | | | | | | Tim | SFD4600 DF | | | | |
| Peterbilt | | | | | | | | | | | | | | | | | | | | | | | | |
| 381 | Ch | 194 | Opt | 44,000 | | | 10.00x20 | 10x00x20 | Cum | NHB600 | 6-5½x6 | 743 | D | 200-2100 | 575 | BL | 8041 | 4 | 1 | Tim | SFDD4640 HF | Tim 27463N | BW | A | |
| Reo | | | | | | | | | | | | | | | | | | | | | | | | |
| F-506 | Ch | 150 | 203 | 42,000 | | 10,365 | 9.00x20 | 9.00x20 | Own | OH170 | 6-4⅛x4½ | 331 | G | 170-3400 | 297 | Cla | 290V | 5 | 1 | Tim | SLHD HhF | Tim FD901 | | H | 938 |
| F-506/6x6 | Ch | 150 | 203 | 42,000 | | 12,000 | 9.00x20 | 9.00x20 | Own | OH170 | 6-4⅛x4½ | 331 | G | 170-3400 | 297 | Cla | 290V | 5 | 1 | Tim | SLD HhF | Tim F2090 | | A | 908 |
| F-536 | Ch | 155 | 200 | 46,000 | | 12,250 | 10.00x20 | 10.00x20 | Own | OH170 | 6-4⅛x4½ | 331 | G | 170-3400 | 297 | Cla | 290V | 5 | 1 | Eat | 36M HhF | Tim FE900 | | A | 1189 |
| A-630 | Ch | 151 | 199 | 42,000 | | 11,310 | 9.00x20 | 9.00x20 | Own | OV207 | 8-3⅞x4½ | 390 | G | 207-3400 | 354 | Ful | 5A65 | 5 | 1 | Tim | SLHD HhF | Tim FD900 | | A | 992 |
| A-730 | Ch | 151 | 199 | 46,000 | | 12,725 | 10.00x20 | 10.00x20 | Own | OV207 | 8-3⅞x4½ | 390 | G | 207-3400 | 354 | Ful | 5A65 | 5 | 1 | Eat | 36M HhF | Tim FE900 | | A | 1189 |
| F-506D | Ch | 155 | 203 | 42,000 | | 11,530 | 9.00x20 | 9.00x20 | Cum | JT6B | 6-4½x5 | 401 | D | 175-2500 | 412 | Ful | 5A65 | 5 | 1 | Eat | 32M HhF | Tim FD901 | | A | 992 |
| F-536D | Ch | 155 | 203 | 46,000 | | 13,510 | 10.00x20 | 10.00x20 | Cum | JT6B | 6-4½x5 | 401 | D | 175-2500 | 412 | Ful | 5A65 | 5 | 1 | Eat | 36M HhF | Tim FE900 | | A | 992 |
| A-633 | Ch | 145 | | 42,000 | | 11,965 | 10.00x22.5 | 10.00x22.5 | Own | OV207 | 8-3⅞x4½ | 390 | G | 207-3400 | 354 | Ful | R46 | 8 | | Tim | SLHD HF | | | | |
| A-633D | Ch | 145 | | 42,000 | | 12,085 | 11.00x22.5 | 11.00x22.5 | Cum | JT6B | 6-4½x5 | 401 | D | 175-2500 | 412 | Ful | R46 | 8 | | Tim | SLHD HF | | | | |
| AC633 | Ch | 130 | | 42,000 | | 12,210 | 10.00x22.5 | 10.00x22.5 | Own | OV207 | 8-3⅞x4½ | 390 | G | 207-3400 | 354 | Ful | R46 | 8 | | Tim | SLHD HF | | | | |
| AC-633D | Ch | 136 | | 42,000 | | 12,890 | 10.00x22.5 | 10.00x22.5 | Cum | JT6B | 6-4½x5 | 401 | D | 175-2500 | 412 | Ful | R46 | 8 | | Tim | SLHD HF | | | | |
| A-733 | Ch | 145 | | 45,000 | | 13,435 | 11.00x22.5 | 11.00x22.5 | Own | OV207 | 8-3⅞x4½ | 390 | G | 207-3400 | 354 | Ful | R46 | 8 | | Eat | 36M SF | | | | |
| AC-733 | Ch | 130 | | 45,000 | | 13,200 | 11.00x22.5 | 11.00x22.5 | Own | OV207 | 8-3⅞x4½ | 390 | G | 207-3400 | 354 | Ful | R46 | 8 | | Eat | 36M SF | | | | |
| Truckstell | | | | | | | | | | | | | | | | | | | | | | | | |
| F800-4R | Ch | 157 | 225 | 40,000 | | 10,170 | 10.00x22.5 | 10.00x22.5 | Ford | | 8-3⅛x3½ | 332 | G | 190-3800 | 306 | Ford | | 15 | | Ford | SF | | | | |
| F900-4R | Ch | 157 | 225 | 48,000 | | 11,640 | 11.00x22.5 | 11.00x22.5 | Ford | | 8-3⅛x3½ | 332 | G | 190-3800 | 306 | Ford | | 15 | | Ford | SF | | | | |
| C9103-4R | Ch | 138 | 205 | 48,000 | | 10,250 | 9.00x22.5 | 9.00x22.5 | Chevrolet | | 8-4x3⅛ | 322 | G | 195-4000 | 310 | Chevrolet | | 15 | | Chevrolet | SF | | | | |
| C10103-4R | Ch | 158 | 225 | 48,000 | | 11,000 | 9.00x22.5 | 9.00x22.5 | Chevrolet | | 8-4x3⅛ | 322 | G | 195-4000 | 310 | Chevrolet | | 15 | | Chevrolet | SF | | | | |
| Walter | | | | | | | | | | | | | | | | | | | | | | | | |
| AGR | Ch | 138 | 162 | 42,000 | | 15,000 | 12.00x24 | 12.00x24 | Wau | 145GKB | 6-5½x6 | 779 | G | 240-2400 | 585 | Own | FA | 6 | | Own | FCR DR | | | | |
| Ward La France | | | | | | | | | | | | | | | | | | | | | | | | |
| D5T | Ch | 180 | 220 | 42,000 | | | 11.00x20 | 11.00x20 | Cum | HB600 | 6-4⅞x6 | 672 | D | 150-1800 | 500 | Ful | 5C72 | 15 | | Tim | SD3010P DF | | | | |
| D5RT | Ch | 180 | 220 | 42,000 | | | 11.00x20 | 11.00x20 | Cum | HR600 | 6-5½x6 | 743 | D | 165-1800 | 540 | Ful | 5C72 | 15 | | Tim | SD3010P DF | | | | |
| D5NT | Ch | 180 | 220 | 42,000 | | | 11.00x20 | 11.00x20 | Cum | NHB600 | 6-5½x6 | 743 | D | 200-2100 | 540 | Ful | 5C72 | 15 | | Tim | SW3012PA WF | | | | |

**ABBREVIATIONS**

1—Or two.
2—Tractor only; drive axle to trailer axle, 30 ft.
3—Two used.
4—Tractor only; drive axle to trailer axle, 184 in.
5—Tractor only; drive axle to trailer axle, 16 ft.
6—Own five speed in combination with Brown-Lipe three speed.

**A**—Air.
**AH**—Air over hydraulic.
**All**—Allison Div.
**BdF**—Bevel gear, double reduction; free floating.
**BDTr**—Bottom dump, tractor trailer.
**BL**—Brown-Lipe.
**BW**—Bendix-Westinghouse.
**Ch**—Chassis.
**Chr**—Chrysler Corp.
**Cla**—Clark Equipment Co.
**Cont**—Continental Motors Corp.
**Cot**—Cotta.
**Cum**—Cummins Engine Co.
**D**—Diesel oil.
**Deu**—Deutz (Diesel Energy Corp.)
**DF**—Double reduction, free floating.
**DR**—Double reduction.
**Eat**—Eaton Axle Co.
**EDT**—End dump truck.
**F**—Full floating.
**Ful**—Fuller Mfg. Co.
**G**—Gasoline.
**GM**—General Motors Corp.
**H**—Hydraulic.
**HbF**—Helical and bevel gears, free floating.
**HD**—Hypoid double reduction.
**DdF**—Hypoid double reduction, free floating.
**Her**—Hercules Motors Corp.
**HF**—Hypoid, full floating.
**HhF**—Hypoid helical gears, full floating.
**HR**—Hypoid, rigid.
**HS**—Hall-Scott Motors Co.
**Hy**—Hypoid.
**Int**—International Harvester Co.
**LR**—LeRoi Div.
**NP**—New Process.
**Opt**—Optional.
**S**—Single.
**SbP**—Spiral bevel, planetary.
**SF**—Spiral bevel, full floating.
**Shu**—Shuler.
**Spi**—Spicer Div.
**SR**—Semi-rigid.
**Tim**—Timken-Detroit Axle Co.
**US**—Underground shuttle.
**Wau**—Waukesha Motor Co.
**WF**—Worm, full floating.
**Wg**—Wagner Electric Corp.

***For Directory of the Heavy Duty Truck Manufacturers listed above, see Table of Contents***

# CRAWLER TRACTORS

| TRACTOR MAKE AND MODEL | HP RATING | | No. of Forward Speeds | No. of Reverse Speeds | MAXIMUM DRAWBAR PULL AT NORMAL GOVERNED ENGINE R.P.M. | | | | | | TRAVEL SPEEDS AT NORMAL GOVERNED ENGINE R.P.M. | | | | | | | | ENGINE | | | | | | | |

# GRADERS

| MAKE AND MODEL | WEIGHT (Lb.) | | | OVERALL DIMENSIONS | | | | ENGINE | | | | SPEEDS (M.P.H.) | | | | MOLDBOARD (BLADE) | | | | | TIRE SIZE | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | Rear | Total | Length | Width | Height—Without Cab | Height—With Cab | Make and Model | No. of Cylinders—Bore and Stroke (In.) | Displacement (Cu. In.) | Max. Brake Hp at R.P.M. | No. of Forward | No. of Reverse | Range of Forward | Range of Reverse | Pressure—Lb. | Ground Penetration (In.) | Length & Thickness | Width (In.) | Lift for Ground Clearance (In.) | Front | Rear | Brake Actuation |
| **Adams** | | | | | | | | | | | | | | | | | | | | | | | |
| 220 | 4210 | 10225 | 14435 | 22'9" | 7'3" | 7'2" | 9'11" | GM 4-51 | 4-4¼x4¼ | 216.5 | 60-1800 | 5 | 1 | 1.8-18.3 | 2.5- 3.2 | 7210 | ..... | 10'-½" | 20 | 17 | 10.00/24 | 10.00/24 | Mec |
| 330 | 6150 | 14770 | 20920 | 25'3" | 7'8" | 7'7" | 10'5" | GM 3-71 | 3-4½x5 | 212.8 | 80-1800 | 8 | 4 | 1.4-23.3 | 1.1-12.2 | ..... | ..... | 12'-½" | 25 | 17¼ | 7.50/24 | 12.00/24 | Hyd |
| 330 | 6150 | 15170 | 21320 | 25'3" | 7'8" | 7'7" | 10'5" | Cum J6BI | 6-4½x5 | 401.0 | 80-1800 | 8 | 4 | 1.4-23.3 | 1.1-12.2 | ..... | ..... | 12'-½" | 25 | 17¼ | 7.50/24 | 12.00/24 | Hyd |
| 440 | 6150 | 16470 | 22670 | 25'4" | 7'9" | 7'8" | 10'6" | GM 4-71 | 4-4½x5 | 283.7 | 115-1800 | 8 | 4 | 1.4-25.2 | 1.2-13.2 | ..... | ..... | 12'-½" | 25 | 17¼ | 9.00/24 | 13.00/24 | Hyd |
| 440 | 6200 | 16845 | 22795 | 25'4" | 7'9" | 7'8" | 10'6" | Cum NHCBI-400 | 4-5½x6 | 495.0 | 115-1800 | 8 | 4 | 1.4-25.2 | 1.2-13.2 | ..... | ..... | 12'-½" | 25 | 17¼ | 9.00/24 | 13.00/24 | Hyd |
| 550 | 6360 | 17495 | 23855 | 25'5" | 7'9" | 7'8" | 10'6" | GM 4-71 | 4-4½x5 | 283.7 | 123-1800 | 8 | 4 | 1.4-25.2 | 1.2-13.2 | ..... | ..... | 12'-½" | 25 | 17¼ | 9.00/24 | 13.00/24 | Hyd |
| 550 | 6360 | 17965 | 24325 | 25'5" | 7'9" | 7'8" | 10'6" | Cum NHCBI-400 | 4-5½x6 | 495.0 | 123-1800 | 8 | 4 | 1.4-25.2 | 1.2-13.2 | ..... | ..... | 12'-½" | 25 | 17¼ | 9.00/24 | 13.00/24 | Hyd |
| 660 | 7010 | 20240 | 27250 | 26'4" | 7'10" | 8'0" | 10'8" | GM 6-71 | 6-4½x5 | 425.6 | 150-1800 | 8 | 4 | 1.3-26.0 | 1.1-13.7 | ..... | ..... | 12'-½" | 28 | 18¾ | 14.00/24 | 14.00/24 | Hyd |
| 660 | 7010 | 20720 | 27730 | 26'4" | 7'10" | 8'0" | 10'8" | Cum HBI-600 | 6-4¾x6 | 672.0 | 150-1800 | 8 | 4 | 1.3-26.0 | 1.1-13.7 | ..... | ..... | 12'-½" | 28 | 18¾ | 14.00/24 | 14.00/24 | Hyd |
| Power Flow 660 | 7010 | 20370 | 27380 | 26'4" | 7'10" | 8'0" | 10'8" | GM 6-71 | 6-4½x5 | 425.6 | 190-2000 | 4 | 4 | .2-27.4 | .2-24.4 | ..... | ..... | 12'-½" | 28 | 18¾ | 14.00/24 | 14.00/24 | Hyd |
| Power Flow 660 | 7010 | 20840 | 27850 | 26'4" | 7'10" | 8'0" | 10'8" | Cum HRBFI-600 | 6-5½x6 | 743.0 | 190-2000 | 4 | 4 | .2-27.4 | .2-24.4 | ..... | ..... | 12'-½" | 28 | 18¾ | 14.00/24 | 14.00/24 | Hyd |
| **Allis-Chalmers** | | | | | | | | | | | | | | | | | | | | | | | |
| D | 2700 | 6100 | 8800 | 18'4" | 6'1½" | 6'1¾" | 8'9½" | Own | 4-4x4½ | 226.0 | 50-1400 | 4 | ... | 2.7-25.6 | 3.3 | 4900 | ..... | 10'-½" | 16⅝ | 12 | 6.50/16 | 7.50/20 | ..... |
| DD | 2760 | 6590 | 9350 | 18'7½" | 6'1½" | 6'1¾" | 8'9½" | Own | 6-3½x4½ | 230.0 | 50-1625 | 4 | ... | 2.6-25.2 | 3.2 | 4900 | ..... | 10'-½" | 16⅝ | 12 | 6.50/16 | 7.50/20 | ..... |
| 45 | 8425 | 17375 | 23800 | 25'9" | 7'7¼" | 9'½" | 10'6½" | Own ADS516 | 6-4½x5½ | 516.0 | 120-1600 | 6 | 3 | 2.7-20.6 | 3.2- 7.0 | 10950 | ..... | 12'-½" | 24 | 19⅝ | 9.00/24 | 13.00/24 | Hyd |
| **Austin-Western** | | | | | | | | | | | | | | | | | | | | | | | |
| 88-L | 7107 | 9078 | 16185 | 24'0" | 7'9" | 8'5½" | 9'9½" | GM 3-71[1] | 3-4½x5 | 212.8 | 102-2100 | 6 | 2 | 2.5-20.8 | 2.6- 8.9 | 12490 | 18 | 12'-½" | 22½ | 15 | 13.00/24 | 13.00/24 | Hyd |
| 88-L[1] | 7134 | 9266 | 16400 | 24'0" | 7'9" | 8'5½" | 9'9½" | GM 3-71 | 3-4½x5 | 212.8 | 102-2100 | 6 | 2 | 2.5-20.8 | 2.6- 8.9 | 12540 | 18 | 12'-½" | 22½ | 15 | 13.00/24 | 13.00/24 | Hyd |
| Super 88 | 7115 | 11527 | 18642 | 25'3" | 8'0" | 8'5½" | 9'9½" | GM 3-71 | 3-4½x5 | 212.8 | 102-2100 | 6 | 2 | 2.5-20.8 | 2.6- 8.9 | 12500 | 18 | 12'-½" | 22½ | 15 | 12.00/24 | 12.00/24 | Hyd |
| Super 88[1] | 7142 | 11715 | 18857 | 25'3" | 8'0" | 8'5½" | 9'9½" | GM 3-71 | 3-4½x5 | 212.8 | 102-2100 | 6 | 2 | 2.5-20.8 | 2.6- 8.9 | 12550 | 18 | 12'-½" | 22½ | 15 | 12.00/24 | 12.00/24 | Hyd |
| 99-L | 8687 | 12263 | 20950 | 24'8¼" | 7'10¾" | 8'8" | 10'4" | GM 4-71 | 4-4½x5 | 283.7 | 115-1900 | 6 | 2 | 2.0-17.8 | 2.0- 7.0 | 16250 | 21 | 13'-½" | 24 | 16 | 14.00/20 | 14.00/20 | Hyd |
| 99-L[1] | 8712 | 12453 | 21165 | 24'8¼" | 7'10¾" | 8'8" | 10'4" | GM 4-71 | 4-4½x5 | 283.7 | 120-2000 | 6 | 2 | 2.0-17.8 | 2.0- 7.0 | 16250 | 21 | 13'-½" | 24 | 16 | 14.00/20 | 14.00/20 | Hyd |
| 99-L | 8687 | 12378 | 21065 | 24'8¼" | 7'10¾" | 8'8" | 10'4" | Int UD14A | 4-4½x6½ | 460.7 | 100-1800 | 6 | 2 | 2.0-17.8 | 2.0- 7.0 | 16250 | 21 | 13'-½" | 24 | 16 | 14.00/20 | 14.00/20 | Hyd |
| Super 99 | 8747 | 14103 | 22850 | 26'3¼" | 8'0" | 8'6" | 10'4" | GM 4-71 | 4-4½x5 | 283.7 | 115-1900 | 6 | 2 | 2.0-17.8 | 2.0- 7.0 | 16400 | 21 | 13'-½" | 24 | 16 | 13.00/24 | 13.00/24 | Hyd |
| Super 99[1] | 8772 | 14293 | 23065 | 26'3¼" | 8'0" | 8'8" | 10'4" | GM 4-71 | 4-4½x5 | 283.7 | 120-2000 | 6 | 2 | 2.0-17.8 | 2.0- 7.0 | 16400 | 21 | 13'-½" | 24 | 16 | 13.00/24 | 13.00/24 | Hyd |
| Super 99 | 8747 | 14218 | 22965 | 26'3¼" | 8'0" | 8'8" | 10'4" | Int UD14A | 4-4½x6½ | 460.7 | 100-1800 | 6 | 2 | 2.0-17.8 | 2.0- 7.0 | 16400 | 21 | 13'-½" | 24 | 16 | 13.00/24 | 13.00/24 | Hyd |
| **Caterpillar** | | | | | | | | | | | | | | | | | | | | | | | |
| 12 | 6715 | 16440 | 23155 | 25'2" | 7'9¼" | 7'5½" | 9'10" | Own | 6-4½x5½ | 525.0 | 115-1800 | 6 | 2 | 2.3-19.3 | 4.0- 6.3 | ..... | ..... | 12'-½" | 24 | 16 | 9.00/25 | 13.00/24 | ..... |
| 112 | 6030 | 14775 | 20805 | 24'11" | 7'9" | 7'4" | 10'3" | Own | 4-4½x5½ | 350.0 | 75-1800 | 6 | 2 | 2.1-16.0 | 2.8- 4.0 | ..... | ..... | 12'-½" | 24 | 16 | 7.50/25 | 13.00/24 | ..... |
| **Galion** | | | | | | | | | | | | | | | | | | | | | | | |
| 503 | 2720 | 6200 | 8920 | 18'10" | 6'2" | 6'2" | 8'8½" | Cont F226 | 6-3⅞x4⅝ | 226.0 | 50-1500 | 4 | 1 | 2.3-20.4 | 4.3 | 4975 | ..... | 10'-½" | 16⅝ | 12 | 7.50/20 | 7.50/20 | Hyd |
| 503 | 2720 | 6840 | 9360 | 18'10" | 6'2" | 6'2" | 8'8½" | Cont ED201 | 4-3⅞x4⅝ | 201.0 | 46-1800 | 4 | 1 | 2.3-20.4 | 4.3 | 4975 | ..... | 10'-½" | 16⅝ | 12 | 7.50/20 | 7.50/20 | Hyd |
| 303 | 4100 | 11065 | 15165 | 23'0" | 7'1¾" | 7'1" | 9'8" | Int UD281 | 4-4½x5¼ | 281.0 | 60-1800 | 8 | 2 | 1.1-16.8 | 1.4- 4.6 | 6300 | ..... | 10'-½" | 20 | 15½ | 7.00/20 | 10.00/24 | Hyd |
| 303 | 4100 | 10765 | 14865 | 23'0" | 7'1¾" | 7'1" | 9'8" | Int U281 | ..... | 281.0 | 60-1800 | 8 | 2 | 1.1-16.8 | 1.4- 4.6 | 6300 | ..... | 10'-½" | 20 | 15½ | 7.00/20 | 10.00/24 | Hyd |
| 450 | 6200 | 14865 | 21065 | 25'5" | 7'9½" | 7'7½" | 10'6" | Int UD350[2] | 4-4½x5½ | 350.0 | 75-1800 | 6 | 2 | 1.1-20.1 | 1.3- 8.4 | 11500 | ..... | 12'-½" | 24½ | 18½ | 7.50/24 | 12.00/24 | Hyd |
| 104 | 6610 | 15675 | 22285 | 25'5" | 7'9½" | 7'7½" | 10'6" | Int UD14A[2] | 4-4⅞x6½ | 461.0 | 100-1800 | 6 | 2 | 1.1-20.1 | 1.3- 8.4 | 11790 | ..... | 12'-½" | 24½ | 18½ | 7.50/24 | 13.00/24 | Hyd |
| 104 | 6610 | 15005 | 21615 | 25'5" | 7'9½" | 7'7½" | 10'6" | GM 3-71 | 3-4½x5 | 213.0 | 100-2000 | 6 | 2 | 1.1-20.1 | 1.3- 8.4 | 11790 | ..... | 12'-½" | 24½ | 18½ | 7.50/24 | 13.00/24 | Hyd |
| 118 | 6960 | 16600 | 23560 | 25'8" | 7'10½" | 7'8½" | 10'7" | Int UD525 | 6-4½x5½ | 525.0 | 115-1800 | 6 | 2 | 1.3-22.6 | 1.5-10.5 | 11950 | ..... | 13'-½" | 24½ | 19½ | 13.00/24 | 13.00/24 | Hyd |
| 118 | 6960 | 16090 | 23050 | 25'8" | 7'10½" | 7'8½" | 10'7" | GM 4-71 | 4-4½x5 | 284.0 | 125-1800 | 6 | 2 | 1.3-22.6 | 1.5-10.5 | 11950 | ..... | 13'-½" | 24½ | 19½ | 13.00/24 | 13.00/24 | Hyd |
| 160 | 8320 | 20200 | 28520 | 26'8" | 7'10½" | 7'8½" | 10'7" | Cum H6BI | 6-4¾x6 | 672.0 | 160-1800 | 6 | 2 | 1.3-22.6 | 1.5-10.5 | 16400 | ..... | 13'-½" | 29½ | 19½ | 14.00/24 | 14.00/24 | Hyd |
| T-500 | 7165 | 17250 | 24415 | 25'10" | 7'10½" | 7'8½" | 10'7" | Cum JN6BI | 6-4½x5 | 401.0 | 125-2500 | 4 | 4 | .8-22.0 | .8-22.0 | 15400 | ..... | 13'-½" | 24½ | 19½ | 13.00/24 | 13.00/24 | Hyd |
| T-600 | 8320 | 20200 | 28520 | 26'8" | 7'10½" | 7'8½" | 10'7" | Int 140DG77 | 6-4½x5½ | 525.0 | 140-2100 | 4 | 4 | .8-22.0 | .8-22.0 | 16400 | ..... | 13'-½" | 29 | 19½ | 14.00/24 | 14.00/24 | Hyd |
| T-600 | 8320 | 20200 | 28520 | 26'8" | 7'10½" | 7'8½" | 10'7" | Cum JBS600 | ..... | ..... | ..... | 4 | 4 | .8-22.0 | .8-22.0 | 16400 | ..... | 13'-½" | 29 | 19½ | 14.00/24 | 14.00/24 | Hyd |
| T-700 | 11760 | 26215 | 37975 | 28'2" | 8'6" | 9'3½" | 11'1" | Cum HRFB1600 | 6-5½x6 | 743.0 | 190-2000 | 3 | 3 | .9-20.0 | .9-20.0 | 26000 | ..... | 14'-1" | 30 | 19¼ | 16.00/24 | 16.00/24 | Hyd |
| **Huber-Warco** | | | | | | | | | | | | | | | | | | | | | | | |
| 4D-75 | 6560 | 15190 | 21750 | 25'8" | 7'11" | 9'1" | 10'7½" | Int UD350 | 4-4½x5½ | 349.9 | 75- | 8 | 2 | 1.1-22.2 | 1.6- 5.1 | 12100 | 32 | 12'-½" | 22 | 16 | 13.00/24 | 13.00/24 | Hyd |
| 4D-85 | 6660 | 15440 | 22100 | 25'8" | 7'11" | 9'1" | 10'7½" | GM 3-71 | 3-4½x5 | 212.8 | 100- | 8 | 2 | 1.1-22.2 | 1.6- 5.1 | 12140 | 32 | 12'-½" | 24 | 16 | 13.00/24 | 13.00/24 | Hyd |
| 4D-115 | 6750 | 15700 | 22450 | 25'10" | 7'11½" | 9'2" | 10'8½" | GM 4-71 | 4-4½x5 | 283.7 | 123- | 8 | 2 | 1.2-25.0 | 1.7- 5.3 | 12340 | 31 | 12'-½" | 26 | 17 | 14.00/24 | 14.00/24 | Hyd |
| 6-D | 7750 | 16370 | 24120 | 26'4" | 7'11" | 9'1" | 10'7½" | GM 3-71 | 3-4½x5 | 212.8 | 102- | 4 | 4 | .7-20.2 | .7-20.2 | 13500 | 32 | 12'-½" | 24 | 16 | 13.00/24 | 13.00/24 | Hyd |
| 6-D2 | 7820 | 16980 | 24800 | 26'6" | 7'11½" | 9'2" | 10'8½" | Cum JN6BI | 6-4½x5 | 401.0 | 125- | 4 | 4 | .7-20.2 | .7-20.2 | 13840 | 31 | 12'-½" | 24 | 17 | 14.00/24 | 14.00/24 | Hyd |
| 7-D | 8600 | 18400 | 27000 | 26'6" | 7'11½" | 9'2" | 10'8½" | GM 4-71 | 4-4½x5 | 283.7 | 140- | 4 | 4 | .7-20.6 | .7-20.6 | 15520 | 31 | 13'-½" | 26 | 17 | 14.00/24 | 14.00/24 | Hyd |
| 7-D2 | 8385 | 19115 | 27500 | 26'6" | 7'11½" | 9'2" | 10'8½" | Cum JBIS600 | 6-4½x5 | 401.0 | 150- | 4 | 4 | .7-20.6 | .7-20.6 | 15520 | 31 | 13'-½" | 26 | 17 | 14.00/24 | 14.00/24 | Hyd |
| 5D-190 | 9560 | 20440 | 30000 | 28'10⅜" | 8'5½" | 9'4" | 10'10½" | GM 6-71 | 6-4½x5 | 425.6 | 195- | 3 | 1 | .9-20.0 | 1.1- 5.7 | 15800 | 30 | 13'-½" | 28 | 17 | 16.00/24 | 16.00/24 | Hyd |
| M-52 | 2120 | 4130 | 6250 | 13'6½" | 7'2" | 6'1" | 8'4" | Cont F162 | 4-3⅞x4⅜ | 162.0 | 46- | 5 | 1 | 1.7-20.7 | 4.2 | 5400 | 9½ | 9'-5⅝" | 13½ | 9 | 7.50/16 | 12.00/38 | Hyd |
| **Pettibone** | | | | | | | | | | | | | | | | | | | | | | | |
| PM-12 | 8400 | 18450 | 26850 | 26'4" | 7'11" | 9'1½" | 10'2½" | GM 4-71 | 4-4½x5 | 283.7 | 145-2100 | 6 | 6 | .5-24.1 | .4-19.6 | 14650 | ..... | 12'-¾" | 24 | 17½ | 14.00/24 | 14.00/24 | Hyd |
| PM-12 | 8400 | 18450 | 26850 | 26'4" | 7'11" | 9'1½" | 10'2½" | Her PM529 | 6-4⅜x5¼ | 529.0 | 145-2100 | 6 | 6 | .5-24.1 | .4-19.6 | 14650 | ..... | 12'-¾" | 24 | 17½ | 14.00/24 | 14.00/24 | Hyd |
| PM-412 | 10100 | 14300 | 24400 | 25'7" | 7'10⅞" | 9'1½" | 10'2½" | GM 4-71 | 4-4½x5 | 283.7 | 145-2100 | 6 | 6 | .5-24.1 | .4-19.6 | 17800 | ..... | 12'-¾" | 24 | 17½ | 14.00/24 | 14.00/24 | Hyd |
| PM-412 | 10100 | 14300 | 24400 | 25'7" | 7'10⅞" | 9'1½" | 10'2½" | Her PM529 | 6-4⅜x5¼ | 529.0 | 145-2100 | 6 | 6 | .5-24.1 | .4-19.6 | 17800 | ..... | 12'-¾" | 24 | 17½ | 14.00/24 | 14.00/24 | Hyd |
| PM-612 | 10575 | 18775 | 29350 | 26'4" | 7'11" | 9'1½" | 10'2½" | GM 4-71 | 4-4½x5 | 283.7 | 145-2100 | 6 | 6 | .5-24.1 | .4-19.6 | 17850 | ..... | 12'-¾" | 24 | 17½ | 14.00/24 | 14.00/24 | Hyd |
| PM-612 | 10575 | 18775 | 29350 | 26'4" | 7'11" | 9'1½" | 10'2½" | Her PM529 | 6-4⅜x5¼ | 529.0 | 145-2100 | 6 | 6 | .5-24.1 | .4-19.6 | 17850 | ..... | 12'-¾" | 24 | 17½ | 14.00/24 | 14.00/24 | Hyd |

**ABBREVIATIONS**

1—With torque converter.

2—Gasoline engine also available.

Cont—Continental Motors Co.

Cum—Cummins Diesel Engine Co.

GM—General Motors Corp.

Her—Hercules Motor Co.

Hyd—Hydraulic.

Int—International Harvester Co.

Mec—Mechanical.

*For Directory of the Grader Manufacturers listed above, see Table of Contents*

# SCRAPERS

| MAKE AND MODEL | TRACTOR | | | | | | | | | | | SCRAPER | | | | | | | | COMPLETE UNIT | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | ENGINE | | | | | | TRANSMISSION | | | | | CAPACITY (Cu.Yds.) | | | | | | | | Overall Dimensions | | | TIRES—Size and Ply | | WEIGHTS | |
| | Make and Model | No. of Cylinders—Bore and Stroke (In.) | Displacement (Cu. In.) | Max. Brake Hp. at RPM | Fuel | Clutch Type | Forward Speeds | Reverse Speeds | Travel Speeds—Mph Forward-Range | Travel Speeds—Mph Reverse Range | | Struck | Heaped | Payload—Tons | Method of Operation | Ejection | Width of Cut (In.) | Depth of Cut (In.) | Depth of Spread (In.) | Length | Width | Height | Front | Rear | Empty (Lb.) | With Payload (Lb.) |
| **Allis-Chalmers** TS-160 | Own TDS516 | 6-4⅞x5⅞ | 516.0 | 155-2200 | D | DPD | 5 | 1 | 3.1-25.4 | 3.1 | | 7.0 | 9.5 | 12.0 | Hyd | PFF | 97½ | 24¾ | 16⅝ | 31'5¼" | 10'0" | 9'9" | 18x25-16 | 18x25-16 | 28500 | 82500 |
| TS-260 | Own TD844 | 6-5¼x6½ | 844.0 | 200-2000 | D | DPD | 4 | 1 | 3.0-20.0 | 3.1 | | 11.0 | 14.0 | 18.0 | Hyd | PFF | 102 | 17 | 16 | 34'1" | 10'11" | 9'11" | 21x25-20 | 21x25-20 | 39600 | 75600 |
| TS-360 | Own TDS844 | 6-5¼x6½ | 844.0 | 280-2100 | D | SPD | 4 | 1 | 3.0-20.0 | 3.1 | | 15.0 | 20.0 | 25.0 | Cab | PFF | 116 | 14 | 24 | 36'6" | 11'8" | 10'4" | 24x29-24 | 24x29-24 | 49050 | 99050 |
| **Caterpillar** DW-15 | Own | 6-5½x6½ | 805.0 | 200-2000 | D | DPD | 5 | 1 | 2.7-29.1 | 4.1 | | 13.0 | 18.0 | 19.5 | Cab | DTP | 112 | Prac | ..... | 40'11⅛" | 10'9¾" | 10'0" | 12x20-14 | 26½x25-20 | 44090 | 83090 |
| DW-20 | Own | 6-5½x6½ | 805.0 | 300-1800 | D | DPD | 5 | 1 | 2.8-25.1 | 3.7 | | 18.0 | 25.0 | 27.5 | Cab | DTP | 124 | Prac | ..... | 43'10" | 11'9" | 11'3½" | 14x24-16 | 29½x29-22 | 56195 | 111195 |
| DW-21 | Own | 6-5½x6½ | 805.0 | 300-1800 | D | DPD | 5 | 1 | 2.3-20.5 | 3.0 | | 18.0 | 25.0 | 27.5 | Cab | DTP | 124 | Prac | ..... | 41'7" | 11'9" | 11'0" | 29½x29-22 | 29½x29-22 | 58670 | 113670 |
| **Euclid** S-7 | GM 4-71 | 4-4¼x5 | 284.0 | 143-2100 | D | SP | 5 | 1 | 2.8-25.0 | 2.8 | | 7.0 | 9.0 | 10.5 | Hyd | PRO | 84 | 10½ | 20 | 29'10" | 8'0" | 8'4½" | 18x25-16 | 18x25-16 | 26500 | 47500 |
| S-12 | GM 6-71 | 6-4¼x5 | 426.0 | 218-2100 | D | SP | 5 | 1 | 2.9-22.6 | 3.9 | | 12.0 | 17.0 | 20.0 | Hyd | PRO | 114½ | 14 | 27 | 35'3" | 11'1½" | 9'8½" | 24x25-18 | 24x25-18 | 46100 | 86100 |
| SS-18 | GM 6-110 | 6-5x5½ | 660.0 | 300-2000 | D | TC | 3 | 1 | ..... | ..... | | 18.0 | 25.0 | 27.5 | Hyd | PRO | 123½ | 15½ | 21½ | 45'8" | 11'6½" | 8'4" | 14x25-16 | 24x25-24 | 55800 | 110800 |
| SS-18 | Cum NRT6B1 | 6-5½x6 | 743.0 | 300-2100 | D | TC | 3 | 1 | ..... | ..... | | 18.0 | 25.0 | 27.5 | Hyd | PRO | 123½ | 15½ | 21½ | 45'8" | 11'6½" | 8'4" | 14x25-16 | 24x25-24 | 54800 | 109800 |
| S-18 | GM 6-110 | 6-5x5½ | 660.0 | 300-2000 | D | TC | 4 | 2 | ..... | ..... | | 18.0 | 25.0 | 30.0 | Hyd | PRO | 123½ | 13½ | 24 | 40'2" | 11'6½" | 10'11½" | 27x33-24 | 27x33-24 | 66700 | 126700 |
| SS-24 | GM 6-110 | 6-5x5½ | 660.0 | 300-2000 | D | TC | 4 | 2 | ..... | ..... | | 24.0 | 32.0 | 40.0 | Hyd | PRO | 123½ | 15 | 22 | 47'0" | 11'7½" | 10'3" | 14x25-20 | 27x33-24 | 67000 | 147000 |
| SS-24 | Cum NRTO6B1 | 6-5½x6 | 743.0 | 335-2100 | D | TC | 4 | 2 | ..... | ..... | | 24.0 | 32.0 | 40.0 | Hyd | PRO | 123½ | 15 | 22 | 47'0" | 11'7½" | 10'3" | 14x25-20 | 27x33-24 | 67000 | 147000 |
| TS-24 | GM 6-110[1] | 6-5x5½ | 660.0 | 300-2000 | D | TC[2] | 3[3] | 2[3] | ..... | ..... | | 24.0 | 32.0 | 40.0 | Hyd | PRO | 123½ | 13½ | 26½ | 44'7" | 11'6½" | 11'0" | 27x33-30 | 27x33-30 | 76100 | 156100 |
| **International** 55 | Cum HR6B1 | 6-5½x6 | 743.0 | 175-1800 | D | SP | 5 | 1 | 2.8-24.1 | 2.8 | | 10.0 | 14.0 | 21.0 | Cab | PRO | 100¼ | Un | 19 | 34'0" | 10'10½" | 9'4" | 26.5x25-20 | 26.5x25-20 | 40865 | 82865 |
| 75 | Cum NTO6B1 | 6-5½x6 | 743.0 | 262-2100 | D | SP | 5 | 1 | 2.7-23.4 | 2.3 | | 15.0 | 20.0 | 27.5 | Cab | PRO | 113¾ | Un | 21½ | 39'4" | 11'5¾" | 10'2" | 29.5x29-22 | 29.5x29-22 | 54345 | 109345 |
| **Le Tourneau-Westinghouse** D | GM 4-71 | 4-4¼x5 | 283.7 | 138-2000 | D | SP | 5 | 1 | 3.2-29.5 | 3.2 | | 7.3 | 9.0 | 10.0 | Ele | PF | 84 | Un | 23¾ | 28'1" | 8'0" | 9'1½" | 18x25-12 | 18x25-12 | 22830 | 42630 |
| C | GM 6-71 | 6-4¼x5 | 425.6 | 210-2000 | D | SP | 5 | 1 | 2.9-29.9 | 3.8 | | 12.2 | 18.0 | 20.0 | Ele | PF | 114 | Un | 16 | 37'3" | 11'4" | 10'1" | 24x25-18 | 24x25-18 | 43700 | 83700 |
| C | Cum HBIS600 | 6-4½x6 | 672.0 | 200-1800 | D | SP | 5 | 1 | 2.6-27.1 | 3.4 | | 12.2 | 18.0 | 20.0 | Ele | PF | 114 | Un | 16 | 37'3" | 11'4" | 10'1" | 24x25-18 | 24x25-18 | 43700 | 83700 |
| B | Cum NRT6B1 | 6-5½x6 | 743.0 | 300-2000 | D | DP | 5 | 1 | 2.6-28.4 | 2.4-3.5 | | 19.1 | 27.0 | 32.5 | Ele | PF | 120 | Un | 20 | 44'2" | 11'9" | 12'2" | 27x33-24 | 27x33-24 | 68900 | 133900 |
| B | GM 6-110 | 6-5x5½ | 660.0 | 300-2000 | D | DP | 5 | 1 | 2.6-28.4 | 2.4-3.5 | | 19.1 | 27.0 | 32.5 | Ele | PF | 120 | Un | 20 | 44'2" | 11'9" | 12'2" | 27x33-24 | 27x33-24 | 68900 | 133900 |
| B | Cum NRTO6B1 | 6- | ..... | 335-2100 | D | TC | 4 | 2 | 4.5-30.0 | 3.9-5.8 | | 19.1 | 27.0 | 32.5 | Ele | PF | 120 | Un | 20 | 44'2" | 11'9" | 12'2" | 27x33-24 | 27x33-24 | 69800 | 134800 |
| **Oliver** 990 | GM | 3-4¼x5 | 213.0 | 92-1800 | D | SPD | 6 | 2 | ..... | ..... | | ..... | 6.7 | ..... | Hyd | Hyd | ..... | 5¼ | 1¼ | 30'5½" | 8'6¼" | 6'11" | 18x26-10 | 14x20-12 | 16980 | ..... |
| 995 | GM | 3-4¼x5 | 213.0 | 99-2000 | D | SPD | 6 | 2 | ..... | ..... | | ..... | 6.7 | ..... | Hyd | Hyd | ..... | 5¼ | 1¼ | 30'5½" | 8'6¼" | 6'11" | 18x26-10 | 14x20-12 | 17180 | ..... |
| **Seaman-Gunnison** W450 | Int[4] | 4- | 281.0 | 65-1450 | D | ..... | 10 | ... | 1.6-17.0 | ..... | | 4.5 | 6.0 | ..... | Hyd | Hyd | 84 | 6 | 14 | 27'0" | 7'6" | 9'6" | 15x26-10 | 10x20-12 | 14800 | 31500 |
| 650 | Int | 4- | 350.0 | 88-1800 | D | ..... | 5 | ... | 2.4-21.0 | ..... | | 4.5 | 6.0 | ..... | Hyd | Hyd | 84 | 6 | 14 | 25'5" | 7'6" | 9'9" | 18x26-10 | 10x20-12 | 16000 | 31500 |
| **Wooldridge** CW-27 | GM L-71 | ..... | ..... | 143- | D | DP | 5 | 1 | 3.6-30.0 | 3.6 | | 7.5 | 10.0 | 13.0 | Cab | PF | 87 | 15 | 21½ | 29'10" | 8'6" | 8'8" | 18x25-20 | 18x25-20 | 31630 | 57630 |
| CW-215 | Cum HRS6 | ..... | ..... | 240- | D | SP | 5 | 1 | 4.0-31.2 | 5.2 | | 15.4 | 21.0 | 21.0 | Cab | PF | 120 | 16 | 24 | 36'9" | 11'10" | 10'0" | 24x25-24 | 24x25-24 | 54000 | 96000 |
| CW-320 | Cum NRT6 | ..... | ..... | 300- | D | DP | 9 | 2 | 2.6-32.0 | 2.1-7.8 | | 20.1 | 27.0 | 31.0 | Cab | PF | 120 | 18 | 22 | 42'2" | 11'11" | 9'11" | 14x24-16 | 29.5x29-26 | 64500 | 126500 |

**ABBREVIATIONS**

[1]—Tractor engine only; scraper also has GM 6-71 Diesel engine, 6-4¼x5, 426 cu. in.; 218-2100 hp.

[2]—One used for each engine.

[3]—Tractor only; scraper also has transmission with three forward and one reverse speed.

[4]—Gasoline engine also available.

**Cab**—Cable.
**Cum**—Cummins Diesel Engine Co.
**D**—Diesel oil.
**DP**—Double plate.
**DPD**—Double plate, operating dry.
**DTP**—Dozer type, positive.
**Ele**—Electric.
**GM**—General Motors Corp.
**Hyd**—Hydraulic.
**Int**—International Harvester Co.
**PF**—Positive forced.
**PFF**—Positive forward forced.
**Prac**—Any practical depth.
**PRO**—Positive roll out.
**SP**—Single plate.
**SPD**—Single plate, operating dry.
**TC**—Torque converter.
**Un**—Unlimited.

***For Directory of the Scraper Manufacturers listed above, see Table of Contents***

# INTEGRAL FRONT-END LOADERS (SHOVEL)

| MAKE AND MODEL | Type | OVERALL DIMENSIONS: Height—Highest Point, Bucket at Ground Level (In.) | OVERALL DIMENSIONS: WIDTH (In.): Outside Rear—Tires or Tracks | OVERALL DIMENSIONS: WIDTH (In.): Outside Front—Tires or Tracks | OVERALL DIMENSIONS: LENGTH (In.): Bucket on Ground | OVERALL DIMENSIONS: LENGTH (In.): Bucket at Carrying Position | OVERALL DIMENSIONS: Wheelbase (In.) | OVERALL DIMENSIONS: Track Length on Ground (In.) | BUCKET: Weight (Lb.)—No load, but incl. water, fuel, lubricant | BUCKET: Capacity—Heaped (Cu. Yd.) | BUCKET: Capacity—Struck (Cu. Yd.) | BUCKET: Width (In.) | BUCKET: Lifting Capacity (Lb.) | BUCKET: Carrying Capacity (Lb.) | BUCKET: Maximum Dumping Clearance (In.) | BUCKET: Clearance Under Hinge Pin (In.) | BUCKET: Angle of Dump at Maximum Height (Deg.) | BUCKET: Raising Time—Loaded (Sec.) | BUCKET: Lowering Time (Sec.) | Track—Width of Shoe (In.) | ENGINE: MAKE AND MODEL | ENGINE: Brake Horsepower | ENGINE: Type of Fuel | TRANSMISSION: Type | TRANSMISSION: No. of Forward Speeds | TRANSMISSION: No. of Reverse Speeds | TRANSMISSION: Max. Forward Speed (Mph.) | TRANSMISSION: Max. Reverse Speed (Mph.) | Brake Type | Maximum Drawbar Pull (Lb.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allis-Chalmers HD-6G | Cr | 69 | 78 | 78 | 181 | | 73 | 83 11/16 | 19600 | 1 5/8 | 1 1/4 | 78 | | | 96 | 120 | 45 | | | | 13 | HD344 | 72 | D | Conv | 4 | 2 | 5.5 | 5.5 | M | 15870 |
| HD-11G | Cr | 84 | 95 7/8 | 95 7/8 | 209 | | 75 1/2 | 106 1/4 | 32000 | 2 5/8 | 1 7/8 | 95 1/2 | | | 114 | 139 | 52 | | | | 16 | HD516 | 111 | D | Conv | 6 | 3 | 5.7 | 4.4 | M | 28910 |
| HD-16G | Cr | 99 1/2 | 104 | 104 | 232 | | 84 | 116 | 47800 | 3 3/4 | 2 5/8 | 111 | | | 122 | 147 | 59 | | | | 20 | HD844 | 150 | D | TC | 3 | 2 | 7.2 | 5.5 | M | 60000 |
| HD-21G | Cr | 106 | 108 1/4 | 109 1/4 | 254 | | 96 | 129 1/2 | 66500 | 5 | 3 1/2 | 111 | | | 126 | 180 | 50 | | | | 22 | HDT844 | 225 | D | TC | 3 | 2 | 8.0 | 6.0 | M | 70000 |
| Case 310 | Wh | 61 | 78 | 78 | 171 | 186 | 75 1/2 | 49 1/2 | 4900 | | | 57 1/2 | | | 97 | | 45 | 3.0 | 3.0 | | | G148 | 42 | G | Conv | 8 | 8 | 16.3 | 20.1 | M | 3000 |
| 320 | Wh | 63 | 78 | 55 | 171 | 186 | 75 1/2 | 49 1/2 | 5100 | | | 65 | | | 99 | | 45 | 3.0 | 3.0 | | | G148 | 42 | G | Conv | 8 | 8 | 16.3 | 20.1 | M | 3000 |
| W-91 | Wh | 76 | 89 | 89 | 211 | 221 | 84 1/2 | 61 1/2 | 15680 | 1 1/4 | 1 1/4 | 86 1/2 | 11000 | 5500 | 90 | 132 | 45 | 5.5 | 4.0 | | | 700 | 69 1/2 | G | Aut | 3 | 1 | 21.0 | 12.0 | M | 12700 |
| Case-Terratrac 310 | Cr | 63 1/2 | 58 | 58 | 146 | 156 | | 62 5/8 | 8025 | 5/8 | 5/8 | 62 5/8 | | | 98 | | 60 | 6.0 | 3.0 | 11 | | G148 | 42 | G | Conv | 3 | 1 | 4.5 | 2.0 | M | 5380 |
| 320 | Cr | 63 1/2 | 59 | 59 | 146 | 156 | | 62 5/8 | 8025 | 5/8 | 5/8 | 62 5/8 | | | 98 | | 60 | 6.0 | 3.0 | 11 | | G148 | 42 | G | Conv | 3 | 1 | 4.5 | 2.0 | M | 5380 |
| G400 | Cr | 63 1/2 | 60 | 60 | 153 | 162 | | 62 5/8 | 8130 | 5/8 | 5/8 | 62 5/8 | | | 106 | | 60 | 6.0 | 3.0 | 12 | | F162 | 42 1/2 | G | Conv | 3 | 1 | 4.5 | 2.0 | M | 5990 |
| D400 | Cr | 63 1/2 | 60 | 60 | 153 | 162 | | 62 5/8 | 8320 | 5/8 | 5/8 | 62 5/8 | | | 106 | | 60 | 6.0 | 3.0 | 12 | | GD157 | 38 | G | Conv | 3 | 1 | 4.5 | 2.0 | M | 5300 |
| G500 | Cr | 63 1/2 | 61 | 61 | 153 | 162 | | 62 5/8 | 8550 | 5/8 | 5/8 | 62 5/8 | | | 106 | | 60 | 6.0 | 3.0 | 13 | | FA162 | 50 | G | Conv | 3 | 1 | 4.9 | 2.2 | M | 11200 |
| D500 | Cr | 63 1/2 | 61 | 61 | 153 | 162 | | 62 5/8 | 8790 | 5/8 | 5/8 | 62 5/8 | | | 106 | | 60 | 6.0 | 3.0 | 13 | | GD157S | 45 | G | Conv | 3 | 1 | 4.9 | 2.2 | M | 11200 |
| G600 | Cr | 65 | 63 | 63 | 165 | 174 | | 62 5/8 | 10986 | 1 | 1 | 65 | | | 110 | | 60 | 8.0 | 4.0 | 14 | | F209 | 62 | G | TC | 4 | 2 | 7.7 | 7.7 | H | 15860 |
| D600 | Cr | 65 | 63 | 63 | 165 | 174 | | 62 5/8 | 11050 | 1 | 1 | 65 | | | 110 | | 60 | 8.0 | 4.0 | 14 | | ED208 | 62 | G | TC | 4 | 2 | 7.7 | 7.7 | H | 15860 |
| G800 | Cr | 75 | 69 | 69 | 189 | 204 | | 73 | 17900 | 1 1/2 | 1 1/2 | 71 | | | 108 | | 50 | 6.4 | 5.0 | 15 | | H277 | 78 | G | TC | 4 | 4 | 6.0 | 7.0 | H | 20000 |
| D800 | Cr | 75 | 69 | 69 | 189 | 204 | | 73 | 18100 | 1 1/2 | 1 1/2 | 71 | | | 108 | | 50 | 6.4 | 5.0 | 15 | | H277 | 78 | G | TC | 4 | 4 | 6.0 | 7.0 | H | 20000 |
| D1000F | Cr | 75 | 76 | 76 | 191 | 210 | | 79 | 21750 | 2 | 2 | 78 | | | 113 | | 45 | 7.5 | 6.0 | 16 | | JD382 | 100 | D | TC | 4 | 4 | 6.0 | 7.0 | H | 24000 |
| D1000R | Cr | 75 1/2 | 76 | 76 | | | | 79 | 21800 | 2 | 2 | 81 | | | 101 | 131 | 45 | 7.5 | 6.0 | 16 | | JD382 | 100 | D | Aut | 4 | 4 | 6.0 | 7.0 | H | 24000 |
| Caterpillar 933 | Cr | 75 1/2 | 70 | 70 | 166 | | 54 | 74 1/4 | 16850 | 1 | 1 | 70 | 5400 | | 95 1/4 | 119 1/4 | 50 | 7.0 | 2.0 | 12 | | | | D | Conv | 4 | 2 | 6.9 | 3.0 | M | |
| 955 | Cr | 82 1/2 | 80 | 80 | 181 1/4 | | 60 | 81 1/2 | 22470 | 1 1/2 | 1 1/2 | 80 | 8800 | | 100 1/4 | 128 1/4 | 50 | 7.0 | 3.0 | 15 | | | | D | Conv | 4 | 2 | 6.9 | 3.0 | M | |
| 977 | Cr | 90 1/2 | 96 | 96 | 204 1/2 | | 74 | 107 1/8 | 34740 | 2 1/4 | 2 | 96 | 10500 | | 111 1/2 | 144 1/4 | 50 | 9.1 | 3.5 | 18 | | | | D | Conv | 5 | 4 | 7.6 | 6.0 | M | |
| Euclid L-7 | Wh | 60 1/2 | 48 | 42 | 121 1/2 | 116 1/2 | 48 | | 4800 | 1/2 | 3/8 | 46 | 3000 | 2000 | 68 | 118 | 40 | 5.0 | 5.0 | 12 | | F162 | 49 | G | SA | 4 | 2 | 11.0 | 11.0 | M | 8610 |
| International-Drott T6-425 | Cr | 67 1/4 | 63 | 63 | 153 | | | 69 1/8 | 13730 | 1 | 1 | 68 | 8200 | 4450 | 98 | 118 | 61 | 6.7 | 5.0 | 12 | | C281 | 55 | G | Conv | 4 | 2 | 6.1 | 3.9 | M | 8670 |
| TD6-424 | Cr | 67 1/4 | 63 | 63 | 153 | | | 69 1/8 | 14060 | 1 | 1 | 68 | 8200 | 4450 | 98 | 118 | 61 | 6.7 | 5.0 | 12 | | D281 | 55 | G | Conv | 4 | 2 | 6.1 | 3.9 | M | 8670 |
| TD9-424 | Cr | 72 | 77 1/8 | 77 1/8 | 168 | | | 75 | 19087 | 1 1/2 | 1 1/8 | 78 | 12870 | 6350 | 102 | 125 | 60 | 7.7 | 5.6 | 15 | | D350 | 71 | D | Conv | 4 | 2 | 6.3 | 4.2 | M | 11680 |
| TD14-426 | Cr | 78 1/4 | 92 | 92 | 194 | | | 89 3/4 | 31880 | 2 1/4 | 2 | 96 | 21550 | 9450 | 115 | 139 | 63 1/2 | 8.3 | 5.0 | 18 | | D461 | 101 | D | Conv | 6 | 2 | 5.8 | 3.7 | M | 17700 |
| TD18-426 | Cr | 83 | 92 | 92 | 227 | | | 95 1/8 | 42840 | 3 | 2 1/2 | 96 | 29600 | 11900 | 124 | 153 | 59 | 8.6 | 5.0 | 18 | | D691 | 134 | D | Conv | 6 | 2 | 6.1 | 3.8 | M | 26300 |
| Michigan 12B1 | Wh | 61 | 42 1/4 | 47 7/8 | 122 1/4 | | 51 | | 6110 | 1/4 | 1/4 | 50 | 3000 | 1500 | 60 | | 49 | 7.9 | 3.9 | | | 180GLB | 44 | G | PS | 4 | 4 | 11.2 | 10.5 | H | 2000 |
| 75B1 | Wh | 80 | 69 | 77 1/2 | 196 | 202 | 75 | | 11460 | 1 1/4 | 1 | 79 | 7000 | 3500 | 114 | | 55 | 7.0 | 5.0 | | | 190GL | 77 | G | PS | 4 | 4 | 26.0 | 26.0 | H | 4000 |
| 75R1 | Wh | 80 | 75 | 77 1/2 | 196 | 202 | 75 | | 12210 | 1 1/4 | 1 | 79 | 8000 | 4000 | 114 | | 55 | 7.0 | 5.0 | | | 190GL | 77 | G | PS | 4 | 4 | 26.0 | 26.0 | H | 4000 |
| 75A1 | Wh | 80 | 82 | 80 | 196 | 202 | 75 | | 13250 | 1 1/4 | 1 | 79 | 8000 | 4000 | 114 | | 55 | 7.0 | 5.0 | | | 190GL | 77 | G | PS | 4 | 4 | 26.0 | 26.0 | H | 6000 |
| 125A1 | Wh | 86 | 86 1/8 | 86 1/8 | 224 | 218 | 80 | | 19475 | 2 | 1 3/4 | 91 | 11000 | 5500 | 125 | | 54 | 9.2 | 6.0 | | | 195GIK | 106 | G | PS | 4 | 4 | 24.0 | 24.0 | H | 14030 |
| 175A1 | Wh | 94 | 97 1/2 | 97 1/2 | 242 | | 88 | | 25320 | 2 1/4 | 2 | 97 | 15000 | 7500 | 134 | | 56 | 9.0 | 6.0 | | | 135GIK | 127 | G | PS | 4 | 4 | 24.0 | 24.0 | H | 18000 |
| Oliver OC-46 | Cr | 55 1/2 | 56 | 56 | 144 | | | 66 1/2 | | | | 58 | | | | 113 | 45 | 6.0 | 4.5 | 10 | | GD130 | 130 | D | Conv | 4 | 1 | 5.3 | 1.8 | M | 4410 |
| OC-46 | Cr | 55 1/2 | 56 | 56 | 144 | | | 66 1/2 | | | | 58 | | | | 113 | 45 | 6.0 | 4.5 | 10 | | DD130 | 130 | D | Conv | 4 | 1 | 5.3 | 1.8 | M | 4440 |
| OC-126 | Cr | 66 1/2 | 73 | 73 | 165 1/2 | 185 | | 71 1/2 | 17205 | 1 1/2 | 1 1/2 | 80 | | | 92 1/2 | 124 1/2 | 45 | 8.5 | 6.3 | 13 | | JXLD | 339 | D | Conv | 4 | 2 | 5.3 | 3.6 | M | 10399 |
| OC-126 | Cr | 66 1/2 | 73 | 73 | 165 1/2 | 186 | | 71 1/2 | 17555 | 1 1/2 | 1 1/2 | 80 | | | 92 1/2 | 124 1/2 | 45 | 8.5 | 6.3 | 13 | | DJXC | 298 | D | Conv | 4 | 2 | 5.3 | 3.6 | M | 11333 |
| OC-156 | Cr | 67 1/4 | 80 | 80 | 188 | | | 67 5/8 | 26525 | 2 1/4 | 2 | 96 | | | | 132 | 45 | 8.0 | 6.0 | 16 | | DRXC | 529 | D | Conv | 4 | 2 | 5.6 | 4.5 | M | 17218 |
| Payloader HA | Wh | 58 | 44 | 51 | 123 | 120 | 48 | | 5050 | 1/2 | 3/8 | 48 | 3000 | 2000 | 62 1/2 | 78 | 40 | 5.0 | 7.0 | | | FC | 33 | G | Conv | 2 | 2 | 6.3 | 10.2 | H | |
| HAD | Wh | 74 | 62 | 51 | 123 | 120 | 48 | | 8285 | 1/2 | 3/8 | 72 | 4000 | 3000 | 62 1/2 | 78 | 40 | 5.0 | 7.0 | | | 180DLC | 38 | G | Conv | 2 | 2 | 6.3 | 10.2 | H | |
| HAH | Wh | 74 | 77 | 65 1/2 | 170 | 167 | 60 | 68 1/2 | 9600 | 1 | 1 | 80 | 4000 | 3000 | 96 | 106 | 42 | 5.0 | 7.0 | | | JX4C3 | 51 | G | Conv | 4 | 4 | 17.7 | 29.8 | H | |
| HF | Wh | 74 | 80 | 80 | 201 | 197 | 82 | | 10750 | 1 | 1 | 80 | 5000 | 3000 | 95 | 120 | 50 | 8.3 | 4.5 | | | QXD3 | 66 1/2 | G | Conv | 4 | 4 | 19.5 | 28.7 | H | |
| HU | Wh | 88 | 80 | 80 | 201 | 197 | 82 | | 14475 | 1 1/2 | 1 1/2 | 78 | 9000 | 5000 | 95 | 123 | 50 | 6.0 | 3.0 | | | JXC | 84 | G | PS | 3 | 3 | 18.0 | 24.0 | H | |
| HUD | Wh | 90 | 81 | 81 | 212 | 207 | 85 | | 15500 | 1 1/4 | 1 1/4 | 84 | 11000 | 7000 | 109 | 138 | 55 | 7.0 | 4.5 | | | DIX6-272 | 84 | G | PS | 3 | 3 | 18.0 | 24.0 | H | |
| HH | Wh | 90 | 81 | 81 | 212 | 207 | 85 | | 15500 | 1 1/4 | 1 1/4 | 84 | 11000 | 7000 | 109 | 138 | 55 | 7.0 | 4.5 | | | JXD | 100 | G | PS | 3 | 3 | 20.5 | 26.5 | H | |
| HHD | Wh | 99 | 81 | 81 | 212 | 207 | 85 | | 16325 | 1 1/4 | 1 1/4 | 84 | 11000 | 7000 | 109 | 138 | 55 | 7.0 | 4.5 | | | DJXH | 92 | G | PS | 3 | 3 | 20.5 | 26.5 | H | |
| HO | Wh | 99 | 95 | 95 | 233 | 228 | 91 | | 23050 | 1 3/4 | 2 1/4 | 90 | 15000 | 9000 | 120 | 153 1/2 | 50 | 9.5 | 4.5 | | | WXLC3 | 125 | G | PS | 3 | 3 | 24.0 | 24.0 | H | |
| HOD | Wh | 99 | 95 | 95 | 233 | 228 | 91 | | 23900 | 1 3/4 | 2 1/4 | 90 | 15000 | 9000 | 120 | 153 1/2 | 50 | 9.5 | 4.5 | | | JN681 | 122 | G | PS | 3 | 3 | 24.0 | 24.0 | H | |
| Scoopmobile H | Wh | 80 | 79 | 79 | 198 | 190 | 112 | | 10150 | 1 1/4 | 1 | 79 | 6000 | 4000 | 108 | 134 | 45 | 7.0 | 5.0 | | | | 120 | G | Conv | 4 | 2 | 20.0 | 20.0 | H | 7500 |
| HP | Wh | 90 | 79 | 79 | 198 | 190 | 112 | | 10500 | 1 1/4 | 1 | 79 | 6000 | 4000 | 108 | 134 | 45 | 7.0 | 5.0 | | | Ind 6 | 120 | G | SA | 4 | 4 | 20.0 | 20.0 | H | 5000 |
| LD6P | Wh | 94 | 78 | 78 | 249 | 238 | 98 | | 12500 | 1 1/2 | 1 1/4 | 84 | 8000 | 5000 | 108 | 140 | 45 | 7.0 | 4.5 | | | Ind 6 | 120 | G | Aut | 4 | 4 | 25.0 | 25.0 | H | 9500 |
| LD7 | Wh | 94 | 80 | 80 | 262 | 247 | 102 | | 16140 | 1 1/2 | 1 1/4 | 84 | 12000 | 7000 | 108 | 140 | 45 | 7.0 | 4.5 | | | 33 | 120 | G | Aut | 4 | 4 | 23.0 | 23.0 | H | 12000 |
| LD7A | Wh | 94 | 83 | 83 | 262 | 251 | 104 | | 21500 | 2 1/2 | 2 | 96 | 14000 | 9000 | 108 | 140 | 45 | 7.0 | 4.0 | | | 195GIK | 135 | G | Aut | 3 | 3 | 23.0 | 23.0 | H | 15000 |
| LD8AD | Wh | 99 | 100 | 100 | 303 | 295 | 135 | | 28500 | 3 1/2 | 3 | 96 | 25000 | 15000 | 120 | 166 | 45 | 7.5 | 4.5 | | | 135GIK | 135 | G | Aut | 3 | 3 | 28.0 | 28.0 | A | 27000 |
| LD12AD | Wh | 110 | 101 | 101 | 327 | 318 | 149 | | 38200 | 4 1/4 | 4 | 97 | 30000 | 20000 | 120 | 166 | 45 | 7.5 | 4.5 | | | JB15-600 | 150 | D | Aut | 4 | 4 | 28.0 | 28.0 | A | 37500 |
| Speedbull 125 | Wh | 94 1/4 | 82 | 76 | 224 | 233 | 84 | | 15650 | 1 1/2 | 1 1/4 | 76 | 11000 | 5500 | 98 | 130 | 48 | 6.0 | 5.0 | | | JT6B | 210 | D | TC | 4 | 4 | 18.3 | 22.6 | H | |
| 125D | Wh | 94 3/4 | 82 | 76 | 224 | 233 | 84 | | 15830 | 1 1/2 | 1 1/4 | 76 | 11000 | 5500 | 98 | 130 | 48 | 6.0 | 5.0 | | | JXD | 97 | G | TC | 4 | 4 | 18.3 | 22.6 | H | 9498 |
| 175 | Wh | 99 | 89 | 87 | 234 | 243 | 89 | | 20250 | 2 | 1 3/4 | 85 | 15000 | 7500 | 106 | 139 1/2 | 50 | 7.0 | 5.0 | | | 4-51 | 124 | G | TC | 4 | 4 | 19.1 | 23.5 | H | |
| 175D | Wh | 99 | 89 | 87 | 234 | 243 | 89 | | 20310 | 2 | 1 3/4 | 85 | 15000 | 7500 | 106 | 139 1/2 | 50 | 7.0 | 5.0 | | | WXLC3 | 124 | G | TC | 4 | 4 | 19.1 | 23.5 | H | 12186 |
| 190D | Wh | 96 | 98 | 97 | 236 | 245 | 89 | | 21200 | 2 1/2 | 2 | 96 | 16000 | 8000 | 109 | 141 | 40 | 7.0 | 5.0 | | | 3-71 | 105 | G | TC | 4 | 4 | 19.5 | 24.0 | H | |
| 260D | Wh | 96 | 98 | 97 | 249 1/2 | 244 | 89 | | 25550 | 3 1/4 | 2 1/2 | 96 | 21000 | 10500 | 106 | 144 | 40 | 9.5 | 7.0 | | | 4-71 | 147 | D | TC | 4 | 4 | 19.7 | 24.3 | H | 15330 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tractomotive | TL-6 | Wh | 64 | 45 | 53 | 115 | 121 | 48 | ..... | 6100 | ..... | 1/2 | 52 | 3000 | 2100 | 53 | 72 | 45 | 5.0 | 5.0 | ..... | AC | B125 | 33 1/4 | G | TC | 2 | 2 | 10.0 | 20.0 | H | ..... |
| ..... | TL-6D | Wh | 64 | 45 | 53 | 122 | 126 | 48 | ..... | 6500 | ..... | 1/2 | 52 | 3000 | 2100 | 53 | 72 | 45 | 5.0 | 5.0 | ..... | AC | 4DA153 | 38 | D | TC | 2 | 2 | 10.0 | 20.0 | H | ..... |
| ..... | TL-10 | Wh | 74 | ..... | 73 1/2 | 163 | 168 | 72 | ..... | 11900 | 1 1/4 | 7/8 | 75 1/2 | ..... | ..... | 96 | 120 | 42 | 7.0 | 5.0 | ..... | AC | W226 | 63 | G | TC | 4 | 4 | 18.0 | 28.5 | H | ..... |
| ..... | TL-11 | Wh | 75 1/2 | 77 | ..... | 177 | 184 | 84 | ..... | 11300 | 1 3/8 | 1 | 75 1/2 | ..... | ..... | 97 | 123 | 42 | 7.0 | 6.0 | ..... | AC | W226 | 63 | G | TC | 4 | 4 | 20.0 | 25.0 | H | ..... |
| ..... | TL-11D | Wh | 75 1/2 | 77 | ..... | 177 | 184 | 84 | ..... | 11500 | 1 3/8 | 1 | 75 1/2 | ..... | ..... | 97 | 123 | 42 | 7.0 | 6.0 | ..... | AC | 6DA273 | 77 | D | TC | 4 | 4 | 20.0 | 25.0 | H | ..... |
| ..... | TL-12 | Wh | 75 1/2 | 81 1/2 | ..... | 178 | 185 | 81 | ..... | 12100 | 1 3/8 | 1 | 75 1/2 | ..... | ..... | 96 | 121 | 45 | 7.0 | 6.0 | ..... | AC | W226 | 63 | G | TC | 4 | 4 | 20.0 | 25.0 | H | ..... |
| ..... | TL-12D | Wh | 75 1/2 | 81 1/2 | ..... | 178 | 185 | 81 | ..... | 12300 | 1 3/8 | 1 | 75 1/2 | ..... | ..... | 96 | 121 | 45 | 7.0 | 6.0 | ..... | AC | 6DA273 | 77 | D | TC | 4 | 4 | 20.0 | 25.0 | H | ..... |
| ..... | TL-20D | Wh | 86 | ..... | 92 | 219 | 216 | 93 | ..... | 22100 | 2 1/4 | 1 3/8 | 88 | 14000 | 7000 | 108 | 139 | 45 | 8.5 | 6.0 | ..... | AC | 4DI344 | 100 | D | PS | 3 | 3 | 22.6 | 23.4 | H | ..... |
| Trojan | LHM-75[1] | Wh | 77 | 78 | 84 | 193 | 191 | 81 | ..... | 12000 | 1 1/4 | 1 | 78 | 5000 | 3600 | 99 | 121 1/2 | 44 | 5.5 | 5.5 | ..... | Her | JX4D | 62 | G | Aut | 3 | 3 | 23.0 | 27.0 | MD | ..... |
| ..... | 104[1] | Wh | 91 | 93 | 93 | 206 1/2 | 204 | 92 | ..... | 14000 | 1 1/4 | 1 | 90 | 8500 | 5000 | 102 | 122 1/2 | 42 | 6.6 | 5.5 | ..... | Her | GD260 | 84 | G | PA | 3 | 3 | 21.0 | 21.0 | H | ..... |
| ..... | 154[1] | Wh | 79 | 93 | 93 | 217 | 215 | 92 | ..... | 17045 | 2 | 1 5/8 | 90 | 16000 | 6000 | 106 | 129 3/4 | 43 | 8.0 | 7.0 | ..... | Her | GD339 | 109 | G | PA | 3 | 3 | 21.0 | 21.0 | H | ..... |

**ABBREVIATIONS**
1—Diesel engine also available.
2—Not including exhaust pipe.
A—Air.
AC—Allis-Chalmers Mfg. Co.
Aut—Automatic.
Chr—Chrysler Corp.
Cont—Continental Motors Corp.
Conv—Conventional.
Cr—Crawler.
Cum—Cummins Engine Co.
D—Diesel fuel.
G—Gasoline.
GM—General Motors Corp.
H—Hydraulic.
Her—Hercules Motors Corp.
M—Mechanical.
MD—Multiple disc.
PA—Planetary automatic.
PS—Power shift.
SA—Semi-automatic.
TC—Torque converter.
Wau—Waukesha Motor Co.
Wh—Wheel.

# DUMPERS • REAR, BOTTOM, FRONT

| MAKE AND MODEL | | Type | WEIGHTS (Lbs.) Complete Unit—No Load | WEIGHTS (Lbs.) Complete Unit—Incl. Payload | CAPACITIES Struck (Cu.Yds.) | CAPACITIES Heaped (Cu.Yds.) | CAPACITIES Payload (Tons) | ENGINE Make and Model | ENGINE No. of Cylinders—Bore and Stroke (In.) | ENGINE Displacement (Cu. in.) | ENGINE Brake Horsepower at R.P.M. | ENGINE Maximum Torque at R.P.M. | ENGINE Fuel Used | TRANSMISSION Type | TRANSMISSION Ratios (To 1) First | Second | Third | Fourth | Fifth | Reverse | Clutch Type | Steering Type | TIRES (Size and Ply) Front | TIRES (Size and Ply) Rear | OVERALL DIMENSIONS Length | Width | Height |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Allis-Chalmers | TR-260 | RD | 44500 | 80500 | 11.0 | 15.0 | 18.0 | Own | TD844 | 6-5 1/4x6 1/2 | 844.0 | 200-2000 | ..... | D | Conv | 6.54 | 3.27 | 1.76 | 1.00 | N | 6.49 | DPD | Hyd | 21x25-24 | 21x25-24 | 27'2" | 10'10" | 10'3" |
| ..... | TW-360 | BD | 47000 | 9...00 | 17.0 | 22.0 | 26.0 | Own | TDS844 | 6-5 1/4x6 1/2 | 844.0 | 280-2100 | ..... | D | Conv | 6.54 | 3.27 | 1.76 | 1.00 | N | 6.49 | SPD | Hyd | 24x29-24 | 24x29-24 | 35'11 1/2" | 11'7" | 10'6 1/2" |
| Euclid | S-7 | RD | 26500 | 50500 | 8.0 | 11.0 | 12.0 | GM | 4-71 | 4-4 1/2x5 | 284.0 | 143-2100 | 375-1600 | D | Conv[1] | 5.51 | 3.19 | 1.79 | 1.00 | .610 | 5.54 | SPD | Hyd | 18x25-16 | 18x25-16 | 25'4" | 8'0" | 8'5 1/2" |
| ..... | FDT | BD | 36300 | 76300 | 13.0 | 19.0 | 20.0 | GM | 6-71 | 6-4 1/4x5 | 426.0 | 218-2100 | 570-1600 | D | Conv | 6.54 | 3.36 | 1.75 | 1.00 | .640 | 5.06 | SPD | Hyd | 12x25-18 | 24x25-18 | 39'11" | 10'9" | 9'4" |
| ..... | TDT | BD | 45900 | 97900 | 17.0 | 25.5 | 26.0 | GM | 6-110 | 6-5x5 1/2 | 660.0 | 300-2000 | 850-1400 | D | Aut | ..... | ..... | ..... | N | N | ..... | TC | Hyd | 14x25-16 | 24x25-24 | 45' 1/2" | 10'9" | 10'3 1/2" |
| ..... | TDT | BD | 47000 | 99000 | 17.0 | 25.5 | 26.0 | Cum | NRT600 | 6-5 1/4x6 | 743.0 | 300-2100 | 810-1500 | D | Aut | ..... | ..... | ..... | N | N | ..... | TC | Hyd | 14x25-16 | 24x25-24 | 45' 1/2" | 10'9" | 10'3 1/2" |
| ..... | S-18 | RD | 62250 | 132250 | 23.0 | 32.0 | 35.0 | GM | 6-110 | 6-5x5 1/2 | 660.0 | 300-2000 | 850-1400 | D | Aut | ..... | ..... | ..... | N | (2) | ..... | TC | Hyd | 27x33-24 | 27x33-24 | 33'9" | 11'4" | 12' 1/2" |
| ..... | LDT | BD | 60500 | 138500 | 25.0 | 38.5 | 39.0 | GM | 6-110 | 6-5x5 1/2 | 660.0 | 300-2000 | ..... | D | Aut | 4.00 | 2.01 | 1.00 | .670 | N | (2) | TC | Hyd | 14x25-20 | 27x33-30 | 48'3 1/2" | 11'2" | 10'7" |
| ..... | LDT | BD | 60000 | 138000 | 25.0 | 38.5 | 39.0 | Cum | NRTO6BI | 6-5 1/2x6 | 743.0 | 335-2100 | ..... | D | Aut | 4.00 | 2.01 | 1.00 | .670 | N | (2) | TC | Hyd | 14x25-20 | 27x33-30 | 48'3 1/2" | 11'2" | 10'7" |
| Koehring | W60 | FD | 16300 | 32800 | 5.3 | 6.3 | 6.3 | GM | 4-71 | 4-4 1/4x5 | ..... | 109-1800 | 360-1100 | D | Conv | 65.00 | 15.50 | 18.30 | N | N | (3) | SPD | Hyd | 16x25-16 | 10x20-12 | 14'7" | 8'4 1/2" | 8'9 1/2" |
| Le Tourneau-Westinghouse | D | RD | 22300 | 44300 | 7.0 | 10.5 | 11.0 | GM | 4-71 | 4-4 1/4x5 | 283.7 | 138-2000 | 375- | D | Conv | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 18x25-16 | 18x25-16 | 24'10" | 8'0" | 9'6" |
| ..... | C | RD | 43800 | 87800 | 14.7 | 22.0 | 22.0 | GM | 6-71 | 6-4 1/4x5 | 425.6 | 210-2000 | 575-1500 | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 24x25-24 | 24x25-24 | 29'6" | 11'3" | 11'4" |
| ..... | C | RD | 43800 | 87800 | 14.7 | 22.0 | 22.0 | Cum | HBIS600 | 6-4 7/8x6 | 672.0 | 200-1800 | 630-1300 | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 24x25-24 | 24x25-24 | 29'6" | 11'3" | 11'4" |
| ..... | B | RD | 75300 | 145300 | 23.0 | 31.0 | 35.0 | GM | 6-110 | 6-5x5 1/2 | 660.0 | 300-2000 | ..... | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | DP | Ele | 27x33-30 | 27x33-30 | 36'7" | 12'6" | 14'0" |
| ..... | B | RD | 75300 | 145300 | 23.0 | 31.0 | 35.0 | Cum | NRT6BI | 6- | ..... | 300-2000 | ..... | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | DP | Ele | 27x33-30 | 27x33-30 | 36'7" | 12'6" | 14'0" |
| ..... | B | RD | 75300 | 145300 | 23.0 | 31.0 | 35.0 | Cum | NRTO6BI | 6- | ..... | 335-2100 | ..... | D | TC | ..... | ..... | ..... | ..... | ..... | ..... | TC | Ele | 27x33-30 | 27x33-30 | 36'7" | 12'6" | 14'0" |
| ..... | C | BD | 40545 | 76545 | 14.0 | 16.0 | 18.0 | GM | 6-71 | 6-4 1/4x5 | 425.6 | 210-2000 | ..... | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 24x25-18 | 24x25-18 | 35'6" | 11'0" | 9'10" |
| ..... | C | BD | 40545 | 76545 | 14.0 | 16.0 | 18.0 | Cum | HBIS600 | 6-4 7/8x6 | 672.0 | 200-1800 | 630-1300 | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 24x25-18 | 24x25-18 | 35'6" | 11'0" | 9'10" |
| ..... | D | SD | 20000 | 40000 | 9.0 | 12.0 | 10.0 | GM | 4-71 | 4-4 1/4x5 | 283.7 | 138-2000 | 375- | D | Conv | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 18x25-16 | 18x25-16 | 33'2" | 9'4" | 7'9" |
| ..... | C | SD | 41045 | 81045 | 10.5 | 13.5 | 20.0 | GM | 6-71 | 6-4 1/4x5 | 425.6 | 210-2000 | 575-1500 | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 24x25-24 | 24x25-24 | 39'6" | 9'3" | 8'4" |
| ..... | C | SD | 41045 | 81045 | 10.5 | 13.5 | 20.0 | Cum | HBIS600 | 6-4 7/8x6 | 672.0 | 200-1800 | 630-1300 | D | Conv[1] | ..... | ..... | ..... | ..... | ..... | ..... | SP | Ele | 24x25-24 | 24x25-24 | 39'6" | 9'3" | 8'4" |
| Woodridge | CWD-321 | RD | 64000 | 134000 | 21.0 | 31.0 | 35.0 | Cum | NRT6 | ..... | ..... | 300- | 810- | D | Conv | ..... | ..... | ..... | ..... | ..... | (2) | ..... | ..... | 14x24-16 | 29.5x29-28 | 35'3" | 11'10" | 11'4" |
| ..... | CWD-214 | RD | 54000 | 104000 | 14.1 | 21.0 | 25.0 | Cum | HRS6 | ..... | ..... | 240- | 753- | D | Conv | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 24x25-24 | 24x25-24 | 28'7 1/2" | 11'6 1/2" | 11'4" |
| Yuba-Movall | RD20, RD21 | RD | 35000 | 99000 | 19.0 | 25.0 | 32.0 | Cat | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 25'3" | 11'0" | 10'4" |
| ..... | RD15 | RD | 23340 | 67340 | 12.0 | 16.0 | 22.0 | Cat | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19'0" | 10'2" | 9'7" |
| ..... | RD360-AC | RD | 35000 | 99000 | 19.0 | 25.0 | 32.0 | AC | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 25'3" | 11'0" | 10'4" |
| ..... | RD75-IH | RD | 35000 | 99000 | 19.0 | 25.0 | 32.0 | Int | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 25'3" | 11'0" | 10'4" |
| ..... | RD55-IH | RD | 23340 | 67340 | 12.0 | 16.0 | 22.0 | Int | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 19'0" | 10'2" | 9'7" |

**ABBREVIATIONS**
1—Torque converter optional.
2—Two reverse speeds
3—Same as forward ratios.
AC—Allis-Chalmers Mfg. Co.
Aut—Automatic.
BD—Bottom dump.
Cat—Caterpillar Tractor Co.
Conv—Conventional.
Cum—Cummins Diesel Engine Co.
D—Diesel oil.
DP—Double plate.
DPD—Double plate, operating dry.
Ele—Electric.
FD—Front dump.
GM—General Motors Corp.
Hyd—Hydraulic.
Int—International Harvester Co.
N—No or none.
RD—Rear dump.
SD—Side dump.
SP—Single plate.
SPD—Single plate, operating dry.
TC—Torque converter.

*For Directory of the Dumper Manufacturers listed above, see Table of Contents*

# POWERED ROLLERS



| MAKE AND MODEL | Type | WEIGHTS (Lb.) Without Ballast | WEIGHTS (Lb.) With Water Ballast | COMPRESSIONS lb. in. Face Without Ballast | COMPRESSIONS lb. in. Face With Water Ballast | ENGINE Make and Model | No. of Cylinders—Bore and Stroke (In.) | Displacement (Cu. In.) | Max. Brake Hp. at R.P.M. | TRANSMISSION No. of Forward Speeds | No. of Reverse Speeds | Range in Forward Speeds (Mph) | Clutch—Type | Steering | DIMENSIONS Rollers—Diam. x Width (In.) Guide | Rollers—Diam. x Width (In.) Drive | Rolling Width (In.) | Overall (In.) Length | Overall (In.) Width | Overall (In.) Height | Ground Clearance (In.) | Turning Radius (Ft.) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Austin-Western 3½-6 Ton | PT | 6948 | 10052 | 101[1] | 154[1] | Wis VG4D | 4-3½x4 | 154.0 | 36-2200 | 2 | 2 | 1.13-4.46 | Fr | Hyd | 32x40 | 48x32 | 42 | 128½ | 51⅛ | 69½ | 11¼ | 14'2" |
| 5-8 Ton | Tan | 11623 | 16523 | 135[1] | 195[1] | Ford J | 8-3⅛x3⅛ | 272.0 | 75-1650 | 2 | 2 | .88-3.30 | Fr | Hyd | 41x50 | 53x50 | 50 | 176½ | 63⅝ | 84½ | 15½ | 18'0" |
| 5-8 Ton | Tan | 11623 | 16523 | 135[1] | 195[1] | GM 2055 | 2-4¼x5 | 141.9 | 60-1750 | 2 | 2 | .88-3.30 | Fr | Hyd | 41x50 | 53x50 | 50 | 176½ | 63⅝ | 84½ | 15½ | 18'0" |
| 8-12 Ton | Tan | 16469 | 24283 | 187[1] | 268[1] | Ford J | 8-3⅛x3⅛ | 272.0 | 75-1650 | 2 | 2 | .99-3.72 | Fr | Hyd | 48x54 | 60x54 | 54 | 190 | 67⅝ | 88 | 19 | 20'0" |
| 8-12 Ton | Tan | 16469 | 24283 | 187[1] | 268[1] | GM 2055 | 2-4¼x5 | 149.9 | 60-1750 | 2 | 2 | .99-3.72 | Fr | Hyd | 48x54 | 60x54 | 54 | 190 | 67⅝ | 88 | 19 | 20'0" |
| 10-14 Ton | Tan | 20092 | 27906 | 254[1] | 335[1] | Ford J | 8-3⅛x3⅛ | 272.0 | 75-1650 | 2 | 2 | .99-3.72 | Fr | Hyd | 48x54 | 60x54 | 54 | 190 | 67⅝ | 88 | 19 | 20'0" |
| 10-14 Ton | Tan | 20092 | 27906 | 254[1] | 335[1] | GM 2055 | 2-4¼x5 | 149.9 | 60-1750 | 2 | 2 | .99-3.72 | Fr | Hyd | 48x54 | 60x54 | 54 | 190 | 67⅝ | 88 | 19 | 20'0" |
| 8-11 Ton | TW | 16411 | 19695 | 354[1] | 366[1] | Ford J | 8-3⅛x3⅛ | 272.0 | 75-1650 | 2 | 2 | .99-3.73 | Fr | Hyd | 41x40 | 60x18 | 67 | 205 | 67 | 78¾ | 15 | 18'11" |
| 8-11 Ton | TW | 16411 | 19695 | 354[1] | 366[1] | GM 2055 | 2-4¼x5 | 141.9 | 60-1750 | 2 | 2 | .99-3.73 | Fr | Hyd | 41x40 | 60x18 | 67 | 205 | 67 | 78¾ | 15 | 18'11" |
| 8-11 Ton | TW | 16411 | 19695 | 354[1] | 366[1] | Int U406 | 6-4⅜x4½ | 405.9 | 74-1400 | 2 | 2 | .99-3.73 | Fr | Hyd | 41x40 | 60x18 | 67 | 205 | 67 | 78¾ | 15 | 18'11" |
| 8-11 Ton | TW | 16411 | 19695 | 354[1] | 366[1] | GM 3055 | 3-4¼x5 | 212.8 | 90-1750 | 2 | 2 | .99-3.73 | Fr | Hyd | 41x40 | 60x18 | 67 | 205 | 67 | 78¾ | 15 | 18'11" |
| 10-12 Ton | TW | 20062 | 25122 | 328[1] | 409[1] | Ford J | 8-3⅛x3⅛ | 272.0 | 75-1650 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x20 | 75 | 206½ | 75 | 83¼ | 19½ | 19'3" |
| 10-12 Ton | TW | 20062 | 25122 | 328[1] | 409[1] | GM 2055 | 2-4¼x5 | 141.9 | 60-1750 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x20 | 75 | 206½ | 75 | 83¼ | 19½ | 19'3" |
| 10-12 Ton | TW | 20062 | 25122 | 328[1] | 409[1] | Int U406 | 6-4⅜x4½ | 405.9 | 74-1400 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x20 | 75 | 206½ | 75 | 83¼ | 19½ | 19'3" |
| 10-12 Ton | TW | 20062 | 25122 | 328[1] | 409[1] | GM 3055 | 3-4¼x5 | 212.8 | 90-1750 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x20 | 75 | 206½ | 75 | 83¼ | 19½ | 19'3" |
| 12-14 Ton | TW | 24040 | 29600 | 356[1] | 434[1] | Ford J | 8-3⅛x3⅛ | 272.0 | 75-1650 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x24 | 83 | 203½ | 83 | 83¼ | 19½ | 19'3" |
| 12-14 Ton | TW | 24040 | 29600 | 356[1] | 434[1] | GM 2055 | 2-4¼x5 | 141.9 | 60-1750 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x24 | 83 | 203½ | 83 | 83¼ | 19½ | 19'3" |
| 12-14 Ton | TW | 24040 | 29600 | 356[1] | 434[1] | Int U406 | 6-4⅜x4½ | 405.9 | 74-1400 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x24 | 83 | 203½ | 83 | 83¼ | 19½ | 19'3" |
| 12-14 Ton | TW‖ | 24040 | 29600 | 356[1] | 434[1] | GM 3055 | 3-4¼x5 | 212.8 | 90-1750 | 2 | 2 | 1.14-4.30 | Fr | Hyd | 44x44 | 69x24 | 83 | 203½ | 83 | 82¼ | 19½ | 19'3" |
| Browning SPR-9 | RT | 6550 | | | | Cont F244 | | 244.0 | 48-1800 | 4 | 4 | 2.00-13.00 | TC | Hyd | 5-7.50/15 | 4-7.50/15 | 68 | 177½ | 69 | 74 | 9½ | 19'6" |
| SPR-9 | RT | 6550 | | | | Chr Ind 30 | | 230.0 | 52-1800 | 4 | 4 | 2.00-13.00 | TC | Hyd | 5-7.50/15 | 4-7.50/15 | 68 | 177½ | 69 | 74 | 9½ | 19'6" |
| SPR-9 | RT | 6550 | | | | OI 177D | | 216.0 | 45-1600 | 4 | 4 | 2.00-13.00 | TC | Hyd | 5-7.50/15 | 4-7.50/15 | 68 | 177½ | 69 | 74 | 9½ | 19'6" |
| Buffalo-Springfield 3-5 Ton | Tan | 6450 | 10510[2] | 107[1] | 195[3] | Cont[4] Y112 | 4-4⅛x3½ | 112.0 | | | | .50-5.30 | TC | Hyd | 30x38 | 40x38 | 38 | 127 | 50½ | 73½ | 13 | 14'6" |
| 4-6 Ton | PT | 8250 | 12310[2] | 138[1] | 226[3] | Cont[4] Y112 | 4-4⅛x3½ | 112.0 | | | | .50-5.30 | TC | Hyd | 30x38 | 40x38 | 38 | 137 | 58⅜ | 73½ | 13 | 14'6" |
| 5-8 Ton Std. | Tan | 12200 | 16100 | 139[1] | 197[1] | Cont[4] F162 | 4-3⅞x4½ | 162.4 | | | | 1.00-5.40 | TC | Hyd | 40x50 | 53x50 | 50 | 173 | 66 | 87 | 12½ | 17'10" |
| 8-10 Ton Std. | Tan | 16740 | 20520 | 220[1] | 265[1] | Cont[4] F162 | 4-3⅞x4½ | 162.4 | | | | 1.00-5.40 | TC | Hyd | 40x50 | 53x50 | 50 | 173 | 66 | 87 | 12½ | 17'10" |
| 8-12 Ton Std. | Tan | 16815 | 24177 | 186[1] | 269[1] | Cont[4] F226 | 6-3⅞x4½ | 226.0 | | | | 1.00-5.60 | TC | Hyd | 48x54 | 60x54 | 54 | 195 | 70 | 93½ | 14 | 19'8" |
| 10-14 Ton Std. | Tan | 21140 | 28177 | 254[1] | 331[1] | Cont[4] F226 | 6-3⅞x4½ | 226.0 | | | | 1.00-5.60 | TC | Hyd | 48x54 | 60x54 | 54 | 195 | 70 | 93½ | 14 | 19'8" |
| 5-8 Ton HD | Tan | 12219 | 16000 | 153[1] | 195[1] | Cont[4] F226 | 6-3⅞x4½ | 226.0 | | 4 | 4 | 1.10-5.00 | Fr | Hyd | 40x50 | 53x50 | 50 | 174 | 66 | 93 | 17 | 17'10" |
| 8-14 Ton HD | Tan | 17065 | 27495[2] | 198[3] | 337[3] | Her[4] JXD | 6-4x4½ | 320.0 | | 4 | 4 | 1.10-5.00 | Fr | Hyd | 48x54 | 60x54 | 54 | 196 | 72 | 102 | 19 | 19'8" |
| 10-16 Ton HD | Tan | 20865 | 31295[2] | 268[3] | 407[3] | Her[4] JXD | 6-4x4½ | 320.0 | | 4 | 4 | 1.10-5.00 | Fr | Hyd | 48x54 | 60x54 | 54 | 196 | 72 | 102 | 19 | 19'8" |
| 3 Axle | TAT | 27370 | 40170[2] | | | Her[4] JXLD | 6-4x4½ | 339.0 | | 4 | 4 | 1.10-5.00 | Fr | Hyd | 48x54 | 60x54 | 54 | 273 | 72 | 102 | 19 | 29'8" |
| 10-14 Ton | TW | 20900 | 27926[2] | 368[1] | 502[3] | Her[4] JXLD | 6-4x4½ | 339.0 | | 4 | 4 | 1.50-5.00 | Fr | Hyd | 44x44 | 69x20 | 76[5] | 259 | 76[5] | 80½ | 15 | 19'1½" |
| 12-15 Ton | TW | 24200 | 30820[2] | 422[1] | 548[3] | Her[4] JXLD | 6-4x4½ | 339.0 | | 4 | 4 | 1.50-5.00 | Fr | Hyd | 44x44 | 69x20 | 76[5] | 259 | 76[5] | 80½ | 15 | 19'1½" |
| Kompactor | | 32000 | | 580 | | Cat D318G | 6-4½x5½ | 525.0 | | | | 1.00-5.00 | TC | | 69x23 | 69x31¾ | 107 | 252 | 107 | 80 | 19 | 26'6½" |
| Kompactor | | 32000 | | 580 | | GM 4-71 | 4-4¼x5 | 283.7 | | | | 1.00-5.00 | TC | | 69x23 | 69x31¾ | 107 | 252 | 107 | 80 | 19 | 26'6½" |
| C. H. & E. 91-A | Tan | 2900 | 4500 | 53[1] | 85[1] | BS | 1- | 23.0 | 8- | 1 | 1 | 1.00-2.50 | Fr | Mec | 24⅝x30 | 30¾x36 | 36 | 90 | 40 | 50 | 10½ | 12'0" |
| 91-A | Tan | 2900 | 4500 | 53[1] | 85[1] | Wis | 1- | | 8- | 1 | 1 | 1.00-2.50 | Fr | Mec | 24⅝x30 | 30¾x36 | 36 | 90 | 40 | 50 | 10½ | 12'0" |
| 92-A | Tan | 3800 | 5300 | 78[1] | 107[1] | BS | 1- | 23.0 | 8- | 1 | 1 | 1.00-2.50 | Fr | Mec | 24⅝x30 | 30¾x36 | 36 | 90 | 40 | 50 | 10½ | 12'0" |
| 92-A | Tan | 3800 | 5300 | 78[1] | 107[1] | Wis | 1- | | 8- | 1 | 1 | 1.00-2.50 | Fr | Mec | 24⅝x30 | 30¾x36 | 36 | 90 | 40 | 50 | 10½ | 12'0" |
| 3BT | Tan | 4800 | 6750 | 90[1] | 130[1] | Wis TF | 2- | 54.0 | 13- | 1 | 1 | | | Mec | 28x32 | 36x36 | 36 | 111 | 44 | 58 | 9 | |
| 3BA | Tan | 6325 | 8100 | 130[1] | 165[1] | | 4- | 92.0 | 20- | 1 | 1 | .50-3.00 | Fr | Mec | 28½x32 | 36¼x36 | 36 | 111½ | 44 | 58¾ | 9 | 15'0" |
| Ferguson 2-3 Ton | PT | 4780 | 6000 | 105 | 133 | Wis TF | 2-3¼x3¼ | 53.9 | 12-2000 | 2 | 2 | 2.05-4.40 | Fr | Mec | 24x30 | 36x32 | 32 | 105 | 64½ | 61 | 9 | 9'0" |
| 2-3 Ton | PT | 4785 | 6000 | 105 | 133 | Wis TF | 2-3¼x3¼ | 53.9 | 12-2000 | 1 | 1 | 2.00- | Fr | Mec | 24x30 | 36x32 | 32 | 105 | 64½ | 61 | 9 | 8'10" |
| 3-5 Ton | PT | 7130 | 10350 | 102 | 152 | Wis VH4 | 4-3¼x3¼ | 107.7 | 25-2000 | 2 | 2 | 1.90-4.20 | Fr | Hyd | 33x40 | 48x42 | 42 | 132 | 80 | 59½ | 12 | 16'10" |
| 3-5 Ton | PT | 7130 | 10350 | 102 | 152 | Cont Y112 | 4-3⅞x3½ | 111.7 | 29-2000 | 2 | 2 | 1.90-4.20 | Fr | Hyd | 33x40 | 48x42 | 42 | 132 | 80 | 59½ | 12 | 16'10" |
| 5-8 Ton | Tan | 11700 | 17600 | 150[1] | 220[1] | Chr 31-219 | 6-3⅞x4½ | 230.0 | 52-1800 | 2 | 2 | 1.00-4.50 | FC | Hyd | 40x50 | 53x50 | 50 | 174 | 60 | 68 | 13 | 18'0" |
| 5-8 Ton | Tan | 11700 | 17600 | 150[1] | 220[1] | Cont F162 | 4-4⅝x3⅞ | 162.0 | | 2 | 2 | 1.00-4.50 | TC | Hyd | 40x50 | 53x50 | 50 | 174 | 60 | 68 | 13 | 18'0" |
| 5-8 Ton | Tan | 11700 | 17600 | 150[1] | 220[1] | Cont GD157 | 4-4⅝x3⅝ | 157.0 | 45-2000 | 2 | 2 | 1.00-4.50 | TC | Hyd | 40x50 | 53x50 | 50 | 174 | 60 | 68 | 13 | 18'0" |
| 8-12 Ton | Tan | 17530 | 24420 | 210[1] | 287[1] | Cont F226 | 6-3⅞x4½ | 162.0 | 73-2400 | 2 | 2 | 0-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 198½ | 69⅝ | 95 | 15 | 19'0" |
| 8-12 Ton | Tan | 17530 | 24420 | 210[1] | 287[1] | Cont H260 | 4-3⅞x5½ | 157.0 | 61-2200 | 2 | 2 | 0-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 198½ | 69⅝ | 95 | 15 | 19'0" |
| 10 Ton | RT | 7170 | 21470 | 315 | | OI Super 66 | 4-3½x3¾ | 144.0 | 37-2000 | 6 | 2 | 2.50-12.00 | Fr | Hyd | 4-7.50/15 | 5-7.50/15 | 68 | 150 | 68 | 90 | 10½ | 15'0" |
| 12 Ton | RT | 8270 | 24800 | | | OI Super 77 | 6-3½x3¾ | 216.0 | 52-2000 | 8 | 8 | 2.50-12.00 | TC | Hyd | 5-7.50/15 | 6-7.50/15 | 83 | 154 | 83 | 91 | 10 | 18'0" |
| 25 Ton | RT | 16050 | 50000 | 166 | 520 | MM UTIL | 4-4¼x5 | 283.0 | 57-1300 | 6 | 6 | 2.00-14.50 | Fr | Hyd | 5-9.00/20 | 6-9.00/20 | 96 | 172 | 96 | 87 | 11 | 23'0" |
| 25 Ton | RT | 16050 | 50000 | 166 | 520 | MM UTILD | 4-4¼x5 | 284.0 | 50-1300 | 6 | 6 | 2.00-14.50 | Fr | Hyd | 5-9.00/20 | 6-9.00/20 | 96 | 172 | 96 | 87 | 11 | 23'0" |
| Gallon Chief 10/13 Ton 20" | TW | 21250 | 26530 | 373 | 462 | Cont F244 | 6-3⅞x4⅝ | 244.0 | 79- | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x20 | 76 | 208 | 76 | 81 | 18 | 17'0" |
| Chief 10 Ton 20" | TW | 20600 | | 360 | | Cont F244 | 6-3⅞x4⅝ | 244.0 | 79- | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x20 | 76 | 208 | 76 | 81 | 18 | 17'0" |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Chief 10/14 Ton 24" | TW | 21740 | 28120 | 321 | 418 | Cont | F244 | 6-3 7/8x4 1/2 | 244.0 | 79– | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x24 | 84 | 208 | 84 | 81 | 18 | 17'0" |
| Chief 10 Ton 24" | TW | 21610 | | 321 | | Cont | F244 | 6-3 7/8x4 1/2 | 244.0 | 79– | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x24 | 84 | 208 | 84 | 81 | 18 | 17'0" |
| Chief 12/15 Ton 20" | TW | 25010 | 30110 | 467 | 551 | Cont | F244 | 6-3 7/8x4 1/2 | 244.0 | 79– | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x20 | 76 | 208 | 76 | 81 | 18 | 17'0" |
| Chief 12 Ton 20" | TW | 24160 | | 409 | | Cont | F244 | 6-3 7/8x4 1/2 | 244.0 | 79– | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x20 | 76 | 208 | 76 | 81 | 18 | 17'0" |
| Chief 12/16 Ton 24" | TW | 26110 | 32000 | 412 | 496 | Cont | F244 | 6-3 7/8x4 1/2 | 244.0 | 79– | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x24 | 84 | 208 | 84 | 81 | 18 | 17'0" |
| Chief 12 Ton 24" | TW | 25350 | | 373 | | Cont | F244 | 6-3 7/8x4 1/2 | 244.0 | 79– | 1 | 1 | .50-5.50 | TC | Hyd | 44x44 | 69x24 | 84 | 208 | 84 | 81 | 18 | 17'0" |
| Warrior 7/9 Ton 18" | TW | 14425 | 18675 | 288 | 359 | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x18 | 70 | 190 | 70 | 71 | 15 1/2 | 14'9" |
| Warrior 7 Ton 18" | TW | 14300 | | 274 | | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x18 | 70 | 190 | 70 | 71 | 15 1/2 | 14'9" |
| Warrior 7/9 Ton 20" | TW | 14675 | 19300 | 265 | 339 | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x20 | 74 | 190 | 74 | 71 | 15 1/2 | 14'9" |
| Warrior 7 Ton 20" | TW | 14675 | | 256 | | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x20 | 74 | 190 | 74 | 71 | 15 1/2 | 14'9" |
| Warrior 8/10 Ton 18" | TW | 16725 | 20750 | 320 | 368 | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x18 | 70 | 190 | 70 | 71 | 15 1/2 | 14'9" |
| Warrior 8 Ton 18" | TW | 16150 | | 299 | | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x18 | 70 | 190 | 70 | 71 | 15 1/2 | 14'9" |
| Warrior 8/10 Ton 20" | TW | 17125 | 21425 | 298 | 366 | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x20 | 74 | 190 | 74 | 71 | 15 1/2 | 14'9" |
| Warrior 8 Ton 20" | TW | 16625 | | 281 | | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 38x41 | 60x20 | 74 | 190 | 74 | 71 | 15 1/2 | 14'9" |
| Portable | PT | 7100 | 9765 | 130 | 192 | Wis | VG4D | 4-3 1/2x4 | 154.0 | 25– | 2 | 2 | 1.50-3.40 | Fr | Hyd | ..... | 48x42 | 42 | 117 | 52 | 72 | 16 | 16'6" |
| 3/5 Ton 2 Axle | Tan | 7650 | 11150 | 118 | 180 | Wis | VG4D | 4-3 1/2x4 | 154.0 | 25– | 2 | 2 | 1.50-3.40 | Fr | Hyd | 30x40 | 48x42 | 42 | 117 | 52 | 72 | 16 | 16'6" |
| 4/6 Ton 2 Axle | Tan | 9160 | 12660 | 144 | 206 | Wis | VG4D | 4-3 1/2x4 | 154.0 | 25– | 2 | 2 | 1.50-3.40 | Fr | Hyd | 30x40 | 48x42 | 42 | 125 1/2 | 89 | 72 | 16 | 16'6" |
| 5/8 Ton 2 Axle | Tan | 12100 | 17830 | 132 | 212 | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 40x50 | 53x50 | 50 | 177 1/2 | 65 1/2 | 85 1/2 | 13 | 17'8" |
| 8/10 1/2 Ton 2 Axle | Tan | 16185 | 21595 | 195 | 270 | Cont | F162 | 4-3 7/8x4 1/2 | 162.0 | 49– | 1 | 1 | .50-5.50 | TC | Hyd | 40x50 | 53x50 | 50 | 177 1/2 | 65 1/2 | 85 1/2 | 13 | 17'8" |
| 8 1/2 Ton 2 Axle | Tan | 17000 | 25020 | 187 | 284 | Cont | F226 | 6-3 1/2x4 1/2 | 226.0 | 73– | 1 | 1 | .50-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 200 | 68 1/2 | 92 | 14 | 18'9" |
| 10/14 Ton 2 Axle | Tan | 20200 | 28010 | 230 | 330 | Cont | F226 | 6-3 1/2x4 1/2 | 226.0 | 73– | 1 | 1 | .50-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 200 | 68 1/2 | 92 | 14 | 18'9" |
| 14/20 Ton 3 Axle | Tan | 28840 | 40065 | 315 | 408 | Cont | M330 | 6-4x4 1/2 | 330.0 | 92– | 2 | 2 | .50-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 270 | 68 1/2 | 92 | 14 | 29'8" |
| Trench | TR | 6235 | 8785 | 310 | 370 | Wis | VG4D | 4-3 1/2x4 | 154.0 | 25– | 2 | 2 | 1.50-3.40 | Fr | Hyd | ..... | 60x20 | 20 | 165 | 81 | 72 | 27 | 17'0" |
| Huber-Warco R-7610 | Tan | 6790 | 10510 | 97 | 160 | Her | IXB | 4-3 1/2x4 | 133.0 | 41– | 1 | 1 | .50-5.60 | TC | Hyd | 34x40 | 48x42 | 42 | 131 | 54 3/4 | 73 | 12 | 11'6" |
| R-6710 | Tan | 12260 | 17300 | 148 | 214 | Her | GO173 | 4-3 1/2x4 1/2 | 173.0 | 59– | 2 | 2 | .50-5.75 | TC | Hyd | 40x50 | 53x50 | 50 | 177 | 60 | 84 3/4 | 14 | 17'6" |
| R-8710 | Tan | 16260 | 20380 | 195 | 244 | Her | GO173 | 4-3 1/2x4 1/2 | 173.0 | 59– | 2 | 2 | .50-5.75 | TC | Hyd | 40x50 | 53x50 | 50 | 177 | 60 | 84 3/4 | 14 | 17'6" |
| R-6810 | Tan | 16164 | 24099 | 185 | 278 | Her | GO226 | 4-4x4 1/2 | 226.0 | 77– | 2 | 2 | .50-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 197 | 65 1/2 | 96 | 16 | 19'0" |
| R-8810 | Tan | 20004 | 27406 | 240 | 326 | Her | GO226 | 4-4x4 1/2 | 226.0 | 77– | 2 | 2 | .50-5.50 | TC | Hyd | 48x54 | 60x54 | 54 | 197 | 65 1/2 | 96 | 16 | 19'0" |
| R-6310 | TW | 20200 | ..... | 343 | ..... | Her | GO339 | 6-4x4 1/2 | 339.0 | 100– | 2 | 2 | .40-5.75 | TC | Hyd | 44x44 | 69x20 | 76 | 205 1/2 | 76 | 80 1/2 | 18 1/2 | 20'3" |
| R-6410 | TW | 24200 | ..... | 411 | ..... | Her | GO339 | 6-4x4 1/2 | 339.0 | 100– | 2 | 2 | .40-5.75 | TC | Hyd | 44x44 | 69x20 | 76 | 205 1/2 | 76 | 80 1/2 | 18 1/2 | 20'3" |
| R-6510 | TW | 28200 | ..... | 479 | ..... | Her | GO339 | 6-4x4 1/2 | 339.0 | 100– | 2 | 2 | .40-5.75 | TC | Hyd | 44x44 | 69x20 | 76 | 205 1/2 | 76 | 80 1/2 | 18 1/2 | 20'3" |
| R-8310 | TW | 21120 | 25920 | 368 | 443 | Her | GO339 | 6-4x4 1/2 | 339.0 | 100– | 2 | 2 | .40-5.75 | TC | Hyd | 44x44 | 69x20 | 76 | 205 1/2 | 76 | 80 1/2 | 18 1/2 | 20'3" |
| R-7910 | TW | 25150 | 28950 | 469 | 519 | Her | GO339 | 6-4x4 1/2 | 339.0 | 100– | 2 | 2 | .40-5.75 | TC | Hyd | 44x44 | 69x20 | 76 | 205 1/2 | 76 | 80 1/2 | 18 1/2 | 20'3" |
| Ingram 5-8 | Tan | 10210 | 16150 | 123 | 201 | Her | GO260 | 6-3 1/2x4 1/2 | 260.0 | 90– | 4 | 4 | 1.00-6.00 | TC | Hyd | 40x50 | 52x50 | 50 | 173 | 56 | 76 | 14 | ..... |
| 8-10 | Tan | 16000 | 20350 | 210 | 260 | Her | GO260 | 6-3 1/2x4 1/2 | 260.0 | 90– | 4 | 4 | 1.00-6.00 | TC | Hyd | 40x50 | 52x50 | 50 | 173 | 56 | 76 | 14 | ..... |
| 8-12 | Tan | 16300 | 24035 | 181 | 251 | Her | GO260 | 6-3 3/4x4 1/2 | 298.0 | 105– | 4 | 4 | 1.00-6.00 | TC | Hyd | 45x54 | 60x54 | 54 | 201 | 61 | 88 | 16 | ..... |
| 5 | TW | 7605 | 10050 | 141 | 187 | Int | U123 | 4-3 5/8x4 | 123.0 | 31– | 4 | 1 | .25-8.00 | Fr | Hyd | 32x34 | 48x18 | 65 | 145 | 65 | 67 | 12 | 15'0" |
| 6 | TW | 8900 | 11900 | 155 | 208 | Int | U175 | 4-3 5/8x4 1/4 | 175.0 | 52– | 5 | 5 | .25-8.00 | TC | Hyd | 36x36 | 48x18 | 69 | 169 | 69 | 60 | 13 | 16'0" |
| 8 | TW | 12110 | 15585 | 223 | 290 | Her | GO260 | 6-3 1/2x4 1/2 | 260.0 | 90– | 5 | 5 | .25-10.00 | TC | Hyd | 38x40 | 55x18 | 71 1/2 | 177 | 71 1/2 | 66 | 16 | ..... |
| 10 | TW | 16107 | 20139 | 280 | 338 | Her | GO260 | 6-3 1/2x4 1/2 | 260.0 | 90– | 5 | 5 | .25-10.00 | TC | Hyd | 42x44 | 60x20 | 78 | 194 | 78 | 75 | 16 | ..... |
| 12 | TW | 20328 | 24364 | 352 | 432 | Her | GO298 | 6-3 3/4x4 1/2 | 298.0 | 105– | 5 | 5 | .25-10.00 | TC | Hyd | 44x44 | 69x20 | 77 | 210 | 77 | 79 | 20 | 18'0" |
| Seaman-Gunnison 619 | RT | 12350 | 38000 | 100 | 425[6] | Int | 350 | 4-3 5/8x4 1/4 | 175.0 | 49–2000 | 10 | 2 | 1.80-17.00 | TC | Hyd | 8-7.50/15 | 2-15.00/26 | 86 | 264 | 86 | 78 | 10 | 18'0" |
| 619-D | RT | 13000 | 39000 | 100 | 425[6] | Int | 350 | 4-3 3/4x4 5/8 | 193.0 | 52– | 10 | 2 | 1.80-17.00 | ..... | Hyd | 8-7.50/15 | 2-15.00/26 | 86 | ..... | 86 | 78 | 10 | 18'0" |
| 720-D | RT | 14500 | 40000 | 104[6] | 425[6] | Int | 450 | 4-4 1/8x5 1/4 | 281.0 | 65– | 10 | 2 | 1.80-17.00 | ..... | Hyd | 8-7.50/15 | 2-15.00/26 | 86 | ..... | 86 | 78 | 10 | 18'0" |
| Tampo SP-9S | RT | 6200 | 18100 | 85 | 172 | Ol | Sup. 66 Ind. HC | 4-3 1/2x3 3/4 | 144.0 | 38–2000 | ..... | ..... | 2.50-12.00 | TC | Hyd | 4-7.50/15 | 5-7.50/15 | 72 | 154 | 72 | 88 | 10 | 20'0" |
| SP-9S | RT | 6200 | 18100 | 85 | 172 | Ol | Sup. 66 Ind. D | ..... | ..... | 37–2000 | ..... | ..... | 2.50-12.00 | TC | Hyd | 4-7.50/15 | 5-7.50/15 | 72 | 154 | 72 | 88 | 10 | 20'0" |
| SP-11S | RT | 8200 | 22600 | 93 | 178 | Ol | Sup. 88 Ind. HC | 6-3 3/4x4 | 265.0 | 65–2200 | ..... | ..... | 3.00-22.00 | TC | Hyd | 5-7.50/15 | 6-7.50/15 | 88 | 155 | 88 | 92 | 10 | 20'0" |
| SP-11S | RT | 8200 | 22600 | 93 | 178 | Ol | Sup. 66 Ind. D | ..... | ..... | 60–2000 | ..... | ..... | 3.00-22.00 | TC | Hyd | 5-7.50/15 | 6-7.50/15 | 88 | 155 | 88 | 92 | 10 | 20'0" |

**ABBREVIATIONS**

1—Drive roll.
2—With wet sand ballast.
3—Drive roll with wet sand ballast.
4—Or equal.
5—With 20 inch rolls.
6—With steel tires.
**BS**—Briggs & Stratton Corp.
**Cat**—Caterpillar Tractor Co.
**Chr**—Chrysler Corp.
**Cont**—Continental Motors Corp.
**FC**—Fluid coupling.
**Fr**—Friction.
**GM**—General Motors Corp.
**Her**—Hercules Motors Corp.
**Hyd**—Hydraulic.
**Int**—International Harvester Co.
**Mec**—Mechanical.
**MM**—Minneapolis Moline Co.
**Oi**—Oliver Corp.
**PT**—Portable tandem.
**RT**—Rubber tired.
**Tan**—Tandem.
**TAT**—Three axle tandem.
**TC**—Torque converter.
**TR**—Trench roller.
**TW**—Three wheel.
**Wis**—Wisconsin Motor Corp.

***For Directory of the Roller Manufacturers listed above, see Table of Contents***

# DIRECTORY OF MANUFACTURERS

*Following are the company names and addresses of manufacturers whose products are listed in the tables of specifications of complete motor vehicles, tractors, aircraft, construction and off-highway equipment, all types of gasoline and Diesel engines, and aircraft gas turbines.*

## U. S. PASSENGER CARS

For details of their products see pages 124-141.

American Motors Corp., Detroit 32, Mich.
BUICK Motor Div., General Motors Corp., Flint 2, Mich.
CADILLAC Motor Car Div., General Motors Corp., Detroit 32, Mich.
CHEVROLET Motor Div., General Motors Corp., Detroit 2, Mich.
CHRYSLER Div., Chrysler Corp., Detroit 31, Mich.
DE SOTO Div., Chrysler Corp., Detroit 31, Mich.
DODGE Div., Chrysler Corp., Detroit 31, Mich.
EDSEL Div., Ford Motor Co., Dearborn, Mich.
FORD Div., Ford Motor Co., Dearborn, Mich.
IMPERIAL, see Chrysler Div.
LINCOLN and MERCURY Div., Ford Motor Co., Dearborn, Mich.
MERCURY, see Lincoln and Mercury Div.
OLDSMOBILE Div., General Motors Corp., Lansing 21, Mich.
PACKARD Div., Studebaker - Packard Corp., Detroit 32, Mich.
PLYMOUTH Div., Chrysler Corp., Detroit 31, Mich.
PONTIAC Motor Div., General Motors Corp., Pontiac 11, Mich.
RAMBLER, see American Motors Corp.
STUDEBAKER Div., Studebaker-Packard Corp., South Bend 27, Ind.

## FOREIGN PASSENGER CARS

For details of their products see pages 142-145.

### GREAT BRITAIN

A. C. Cars Ltd., Thames Ditton, Surrey, England.
A. F. N. Ltd., Isleworth, Middlesex, England.
ALVIS Ltd., Coventry, England.
ARMSTRONG-SIDDELEY Motors, Ltd., Coventry, England.
ASTON-MARTIN, see David Brown Industries, Ltd.
AUSTIN Motor Co., Ltd., Longbridge, Birmingham, England.
AUSTIN-HEALEY, see Donald Healey Motor Co., Ltd.
BENTLEY, see Rolls-Royce, Ltd.
BERKELEY Cars Ltd., Biggleswade, Bedfordshire, England.
CITROEN Cars Ltd., Slough, Bucks, England.
DAIMLER Co., Ltd., Coventry, England.
David Brown Industries, Ltd., Automobile Div., Feltham, Middlesex, England.
Donald Healey Motor Co., Ltd., Warwick, England.
FAIRTHORPE, Ltd., Chalfont St., Peter, Bucks, England.
FORD Motor Company, Ltd., Dagenham, England.
FRAZER-NASH, see A.F.N. Ltd.
HILLMAN, see Rootes Group.
HUMBER, see Rootes Group.
ISETTA of Great Britain, Ltd., Brighton 1, England.
JAGUAR Cars, Ltd., Coventry, England.
JENSEN Motors Ltd., West Bromwich, England.
KIEFT Sports Car Co., Ltd., Birmingham, England.
LAGONDA, see David Brown Industries, Ltd.
Henry MEADOWS Ltd., Fallings Park, Wolverhampton, England.
METROPOLITAN, see Austin Motor Co., Ltd.
M.G., see Nuffield Exports Ltd.
MORGAN Motor Co., Ltd., Malvern Link, Worcestershire, England.
MORRIS, see Nuffield Exports Ltd.
Nuffield Exports Ltd., Cowley, Oxford, England.
RILEY, see Nuffield Exports Ltd.
ROLLS-ROYCE, Ltd., Motor Car Div., London, W.1, England.
Rootes Group, Coventry, England.
ROVER Company Ltd., Solihull, Warwickshire, England.
SINGER, see Rootes Group.
STANDARD Motor Co., Ltd., Coventry, England.
SUNBEAM, see Rootes Group.
TRIUMPH, see Standard Motor Co., Ltd.
VAUXHALL Motors Ltd., Luton, Bedfordshire, England.
WOLSELEY, see Nuffield Exports Ltd.

### AUSTRALIA

General Motors-HOLDEN'S Ltd., Melbourne, Australia.

### AUSTRIA

STEYR-DAIMLER-PUCH, Steyr, Austria.

### CZECHOSLOVAKIA

Motokov, Praha 7, Czechoslovakia.
SKODA, see Motokov.

### FRANCE

BUGATTI, Molsheim, Bas-Rhin, France.
Societe Anonyme Andre CITROEN, Paris 15, France.
FACEL VEGA S.A., Paris 8, France.
S.A. des Anciens Etablissements PANHARD & Levassor, Paris 13, France.
S.A. des Automobiles PEUGEOT, Paris 8, France.
Regie Nationale des Usines RENAULT, Billancourt, Seine, France.
Robert de ROVIN, Paris 17, France.
SIMCA, Paris 16, France.
Automobiles TALBOT - Darracq S.A., Seine, France.

### GERMANY

AUTO UNION G.M.B.H., Dusseldorf, Germany.
Bayerische Motoren Werke Aktiengesellshaft (BMW), Munchen 13, Germany.
Carl F. W. BORGWARD, Bremen, Germany.
DKW, see Auto Union G.M.B.H.
Daimler-Benz A.G., Stuttgart-Unterturkheim, Germany.
FORD-Werke A.G., Koln-Niehl, Germany.
GOLIATH-Werk G.M.B.H., Bremen 11, Osterdeich 222, Germany.
LLOYD Motoren Werke GMBH, Bremen, West Germany.
MERCEDES-BENZ, see Daimler-Benz A.G.
Adam OPEL, Aktiengesellschaft, Russelsheim Am Main, Germany.
Dr. Ing. h.c. F. PORSCHE K.G., Stuttgart-Zuffenhausen, Germany.
VOLKSWAGENWERK GMBH, Wolfsburg, Germany.
ZUNDAPP-Werke, Nurnberg-Munchen, Germany.

### ITALY

ALFA-ROMEO, via M.U. Traiano, 33, Milano, Italy.
FERRARI Automobili, Modena, Italy.
FIAT, Turino, Italy.
ISO Automoveicoli, Milano, Italy.
LANCIA & CO., Torino, Italy.
Officiene Alfieri MASERATI, Modena, Italy.
Automobili O.S.C.A., Bologna, Italy.

### JAPAN

NISSAN Motor Co., Ltd., Shinkoyasu, Yokohama, Japan.
PRINCE Motor Sales Co., Ltd., Tokyo, Japan.
TOYOPET, see Toyota Motor Co., Ltd.
Toyota Motor Co., Ltd. Koromo-shi, Aichi-Ken, Japan.

### SPAIN

Empresa Nacional De Autocamiones S.A., Madrid, Spain.
PEGASO, see Empresa Nacional De Autocamiones S.A.
Sociedad Espanola De Automoviles De Turismo, S.A., (S.E.A.T.), Barcelona, Spain.

### SWEDEN

Svenska Aeroplan Aktiebolaget, Trollhattan, Sweden.
SAAB, see Svenska Aeroplan Aktiebolaget.
Aktiebolaget VOLVO, Goteberg 1, Sweden.

## TRUCKS

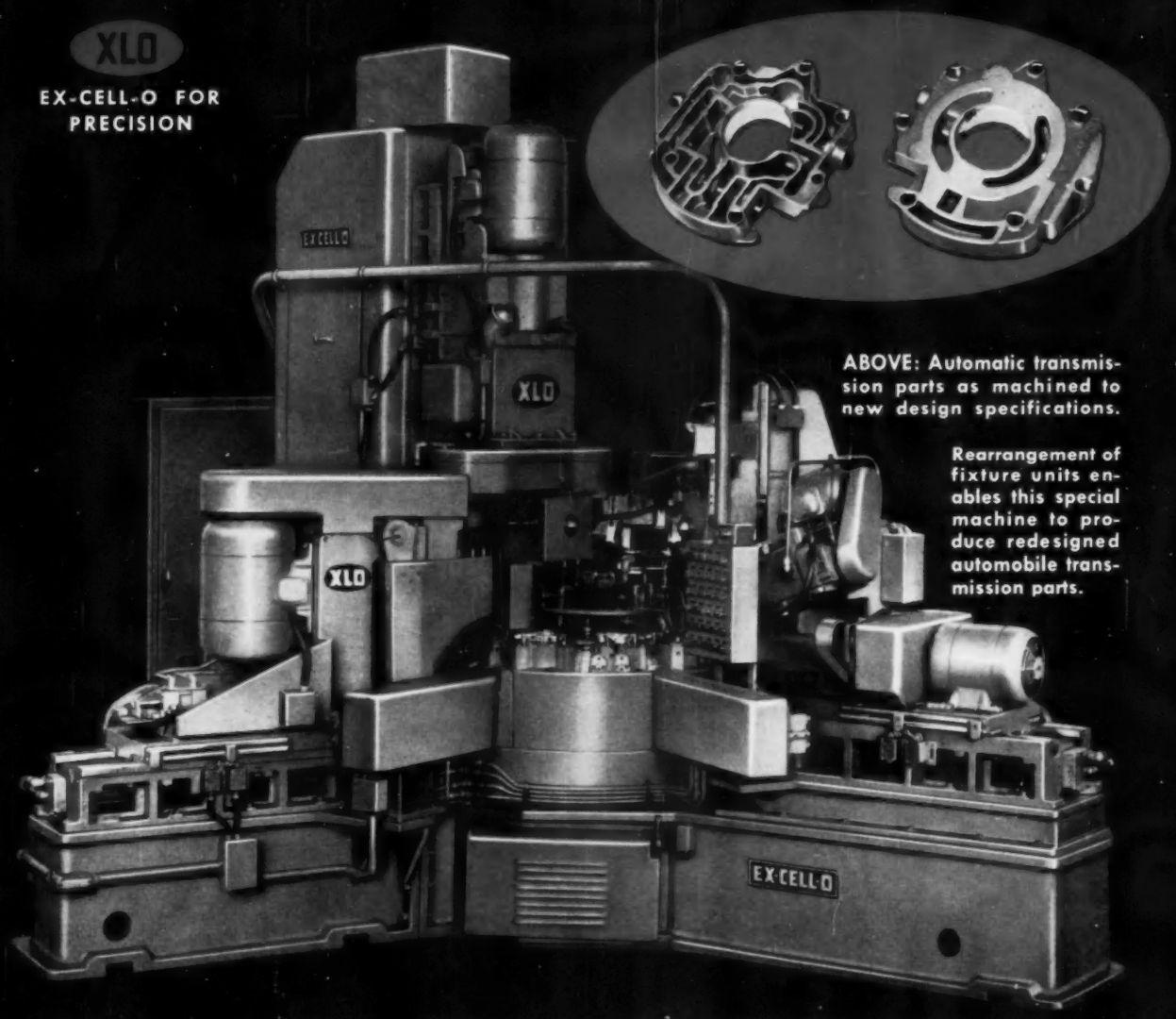
For details of their products see pages 146-153.

American-Coleman Co., Littleton, Colorado.
CHEVROLET Motor Div., General Motors Corp., Detroit 2, Mich.
COLEMAN, see American-Coleman Co.
DIAMOND T Motor Car Co., Chicago 23, Ill.
DIVCO Truck Div., Divco-Wayne Corp., Detroit 5, Mich.
DODGE Div., Chrysler Corp., Detroit 31, Mich.
DUPLEX Div., Warner & Swasey Co., Lansing 4, Mich.
FABCO, see F.A.B. Mfg. Co.
F.A.B. Mfg. Co., Oakland 8, Calif.
FEDERAL Motor Truck Co., Detroit 9, Mich.
FORD DIV., Ford Motor Co., Dearborn, Mich.
FWD, see Four Wheel Drive Auto Co.
Four Wheel Drive Auto Co., Clintonville, Wis.
Freightliner Corp., Portland 8, Oregon.
GMC Truck and Coach Div., General Motors Corp., Pontiac 11, Michigan.
KENWORTH Motor Truck Corp., Seattle 14, Wash.
MARMON-HERRINGTON Co., Inc., Indianapolis 7, Ind.

(*Turn to page* 368, *please*)

XLO

EX-CELL-O FOR PRECISION




ABOVE: Automatic transmission parts as machined to new design specifications.

Rearrangement of fixture units enables this special machine to produce redesigned automobile transmission parts.

# Parts changes didn't obsolete this special

## Easily Adapted to Altered Workpieces

The first big parts change to come along will obsolete many a special machine—at a drastic cut into the production budget! But not so with this Ex-Cell-O special now operating at full tilt in an automobile plant in Detroit.

Built to process regulator valve bodies for automotive transmissions, this special machine was flexible enough to adapt to certain changes in tooling and operational cycles. Right now, it's turning out complicated parts at the rate of 120 per hour.

Machining includes fly-cutting both flat sides of aluminum part; drill and ream two piston holes; drill three angular holes; drill, ream and chamfer the top holes. Flatness of the two sides is an important requirement.

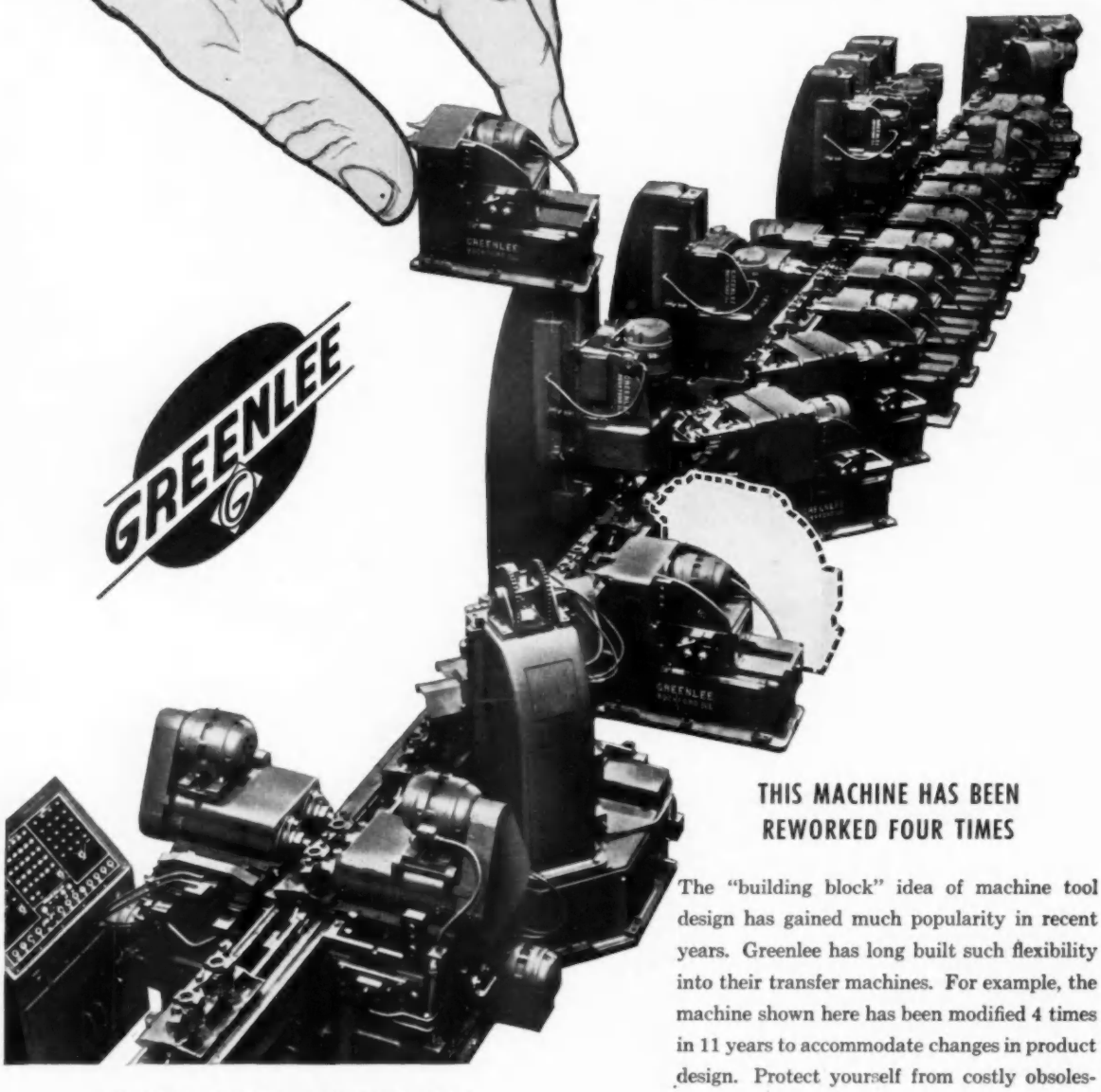
Ex-Cell-O specials have the extra precision you have come to expect of XLO products. Why not check with your Ex-Cell-O representative today? Or write Ex-Cell-O, Detroit.

EX-CELL-O CORPORATION
DETROIT 32, MICHIGAN
Machinery Division

MANUFACTURERS OF PRECISION MACHINE TOOLS • GRINDING AND BORING SPINDLES • CUTTING TOOLS • RAILROAD PINS AND BUSHINGS • DRILL JIG BUSHINGS • AIRCRAFT AND MISCELLANEOUS PRODUCTION PARTS • DAIRY EQUIPMENT

# GREENLEE TRANSFER MACHINES

## Change with Your Requirements




### THIS MACHINE HAS BEEN REWORKED FOUR TIMES

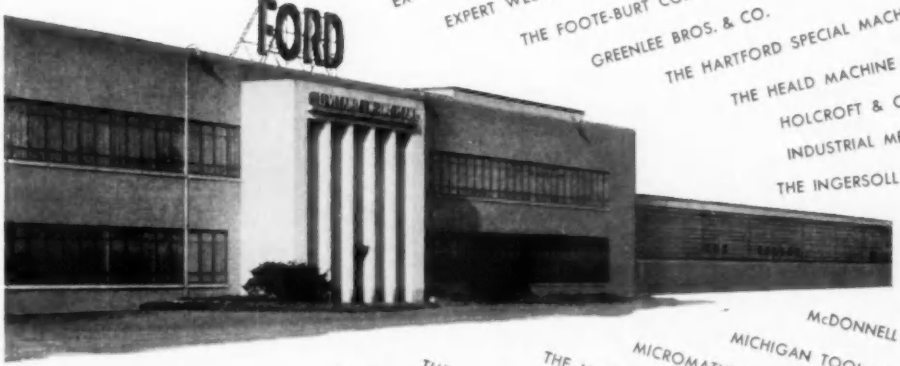
The "building block" idea of machine tool design has gained much popularity in recent years. Greenlee has long built such flexibility into their transfer machines. For example, the machine shown here has been modified 4 times in 11 years to accommodate changes in product design. Protect yourself from costly obsolescence. Ask Greenlee to show you how.

**PHONE ROCKFORD, ILLINOIS 3-4881**
**TO HELP SOLVE YOUR PRODUCTION PROBLEMS**

**GREENLEE**
**BROS. & CO.**

**1753 MASON AVE.**
**ROCKFORD, ILLINOIS**

# At The Ford Motor Company's Cleveland Engine Plant No. 1

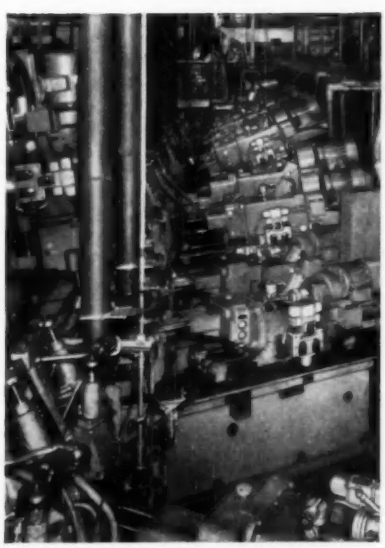



AMERICAN BROACH & MACHINE DIVISION
BARNES DRILL COMPANY
BUHR MACHINE TOOL COMPANY
THE CROSS COMPANY
EX-CELL-O CORPORATION
EXPERT WELDING MACHINE CO.
THE FOOTE-BURT COMPANY
GREENLEE BROS. & CO.
THE HARTFORD SPECIAL MACHINERY CO.
THE HEALD MACHINE COMPANY
HOLCROFT & COMPANY
INDUSTRIAL METAL PRODUCTS CORPORATION
THE INGERSOLL MILLING MACHINE COMPANY
THE LAPOINTE MACHINE TOOL COMPANY
LANDIS TOOL COMPANY
THE R. K. LE BLOND MACHINE TOOL CO.
McDONNELL MACHINE TOOL, INC.
MICHIGAN TOOL COMPANY
MICROMATIC HONE CORPORATION
THE MORRIS MACHINE TOOL CO.
THE MOTCH & MERRYWEATHER MACHINERY CO.
NATIONAL AUTOMATIC TOOL CO.
SNYDER TOOL & ENGINEERING CO.
SUNDSTRAND MACHINE TOOL CO.
WICKES MACHINE TOOL DIVISION
WILSON AUTOMATION COMPANY

## VICKERS HYDRAULICS

## *HELPS CUT MAINTENANCE COSTS*

## *of Machinery Supplied by These Companies to This Modern Automated Plant*



Typical transfer line installation shows ample use of Vickers hydraulics for actuation and control of automated operations.

High production is convincing proof of equipment reliability—one of many reasons why Vickers Hydraulics is engineered into equipment for modern automated production plants.

The above manufacturers find that Vickers Hydraulics simplifies installation and minimizes piping—benefits also enjoyed by the user. Vickers highly efficient pumps produce significant power savings . . . Vickers controls help minimize scrap and rework by providing precise positioning for machining and other in-process operations. Component dependability helps provide extended periods of uninterrupted production. Demountable unit construction simplifies on-the-job repairs and helps reduce downtime.

The Vickers complete line of components is ideally suited to hydraulic equipment standardization and interchangeability, reducing replacement inventory. Our application engineers will supply detailed information without obligation. General Catalog 5001B is available upon request.

7996

**VICKERS INCORPORATED**
DIVISION OF SPERRY RAND CORPORATION
Machinery Hydraulics Division
**ADMINISTRATIVE and ENGINEERING CENTER**
**Department 1428 • Detroit 32, Mich.**

Application Engineering Offices: ATLANTA • CHICAGO CINCINNATI • CLEVELAND • DETROIT • GRAND RAPIDS • HOUSTON • LOS ANGELES AREA (El Segundo) MINNEAPOLIS • NEW YORK AREA (Springfield, N.J.) PHILADELPHIA AREA (Media) • PITTSBURGH AREA (Mt. Lebanon) • PORTLAND, ORE. • ROCHESTER • ROCKFORD SAN FRANCISCO AREA (Berkeley) • SEATTLE • ST. LOUIS TULSA • WORCESTER • Factories also in: AUSTRALIA, ENGLAND, JAPAN AND GERMANY • In Canada: Vickers-Sperry of Canada, Ltd., Toronto, Montreal and Vancouver

ENGINEERS AND BUILDERS OF OIL HYDRAULIC EQUIPMENT SINCE 1921

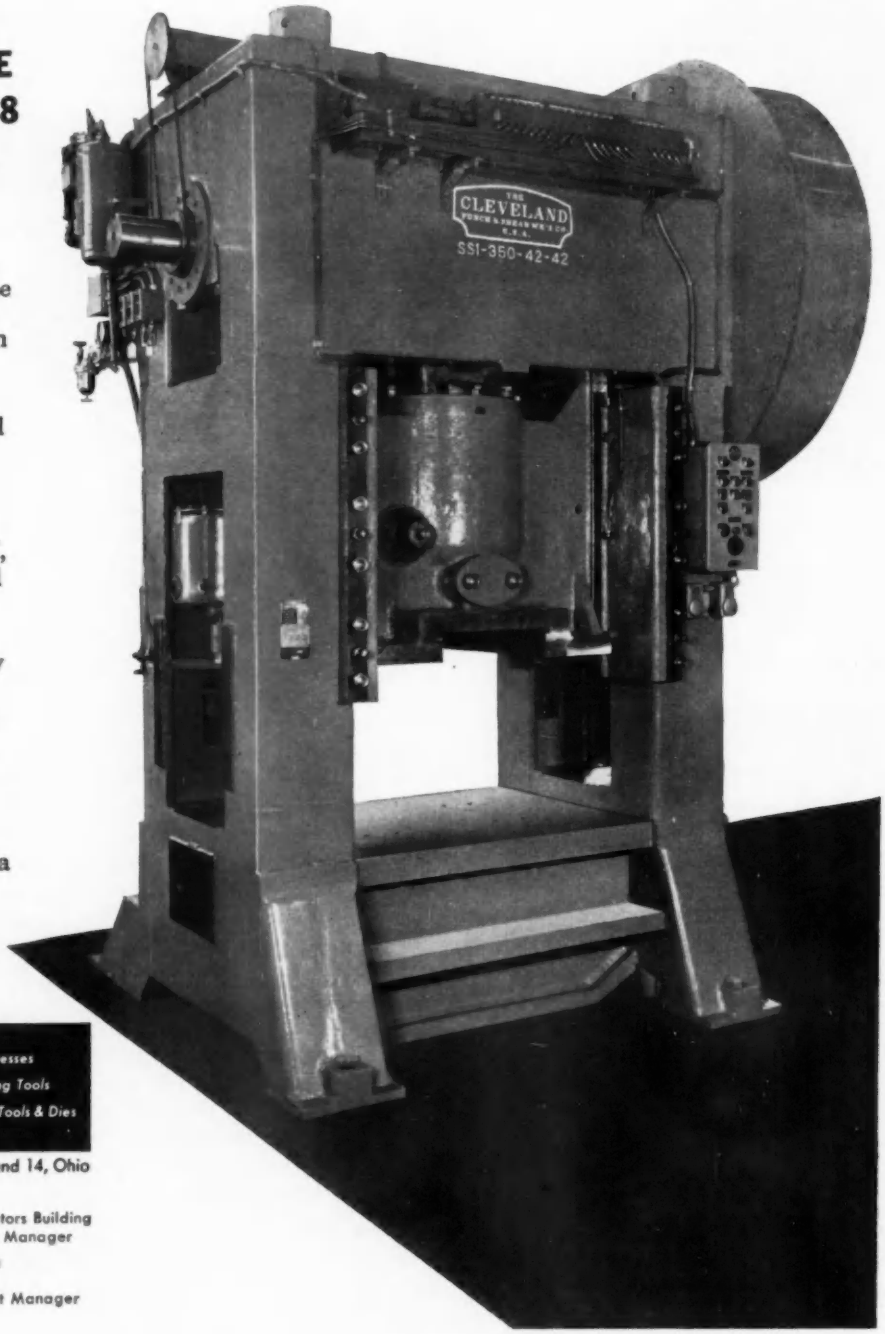
# 4 OF THESE ECONOMICAL CLEVELAND PRESSES

**newly installed—
now on FULL TIME
production of 1958
automobile parts!**

One of the leading automobile manufacturers recently added *four* of these Cleveland Single Crank Presses to boost production of parts for their 1958 line of cars.

Designed for uninterrupted production with every important cost-reducing and safety feature, these new 350-ton-capacity presses have a stroke of 3", a shut height of 22", a bed area of 42 x 42", and operate at 60 rpm.

If production and economy are your problem, let us send you complete details on the improved performance of Cleveland Presses. You have eleven different types of presses to choose from, each of which can be furnished in a wide range of sizes and capacities to suit your particular requirements.




THE CLEVELAND PUNCH & SHEAR WORKS CO.
Established 1880

*Power Presses*
*Fabricating Tools*
*Punching Tools & Dies*

E. 40th and St. Clair Avenue, Cleveland 14, Ohio

Detroit 2, Michigan
5-147 General Motors Building
R. S Howell, District Manager

East Lansing, Michigan
P. O. Box 188
J. F. Lacchia, District Manager

AA-7178





# CP Hicycle grinders make the most of manpower

Everything points to a Hicycle abrasive tool installation when your prime problem is grinding or finishing. Why Hicycle? Here are four money saving reasons:

1. There's no speed sag under load. Operators can really lean into the work.
2. Power is three times that of a standard 60 cycle motor of the same size and weight. You remove more metal at less cost.
3. Hicycle tools are cooler running.
4. Solid rotor means minimum maintenance and peak performance. There are no windings, commutators or brushes to burn out.

Arrange for a first hand demonstration of CP Hicycle equipment in your plant. Mail the coupon for prompt action.

Chicago Pneumatic Tool Company, Dept. E-1
8 East 44th Street, New York 17, N. Y.

☐ Please arrange a demonstration of CP Hicycle Tools. No obligation, of course.

☐ Please send me Bulletin #900.

Name_____

Title_____

Company_____

Address_____

City_____ Zone____ State_____

**Chicago Pneumatic**

PNEUMATIC TOOLS • AIR COMPRESSORS • ELECTRIC TOOLS • DIESEL ENGINES
ROCK DRILLS • HYDRAULIC TOOLS • VACUUM PUMPS • AVIATION ACCESSORIES

**BRIDGEPORT BRASS COMPANY**

**Welds Aluminum Tubing at speeds up to**

# 120 fpm

**with an**

## Allis-Chalmers Induction Heater

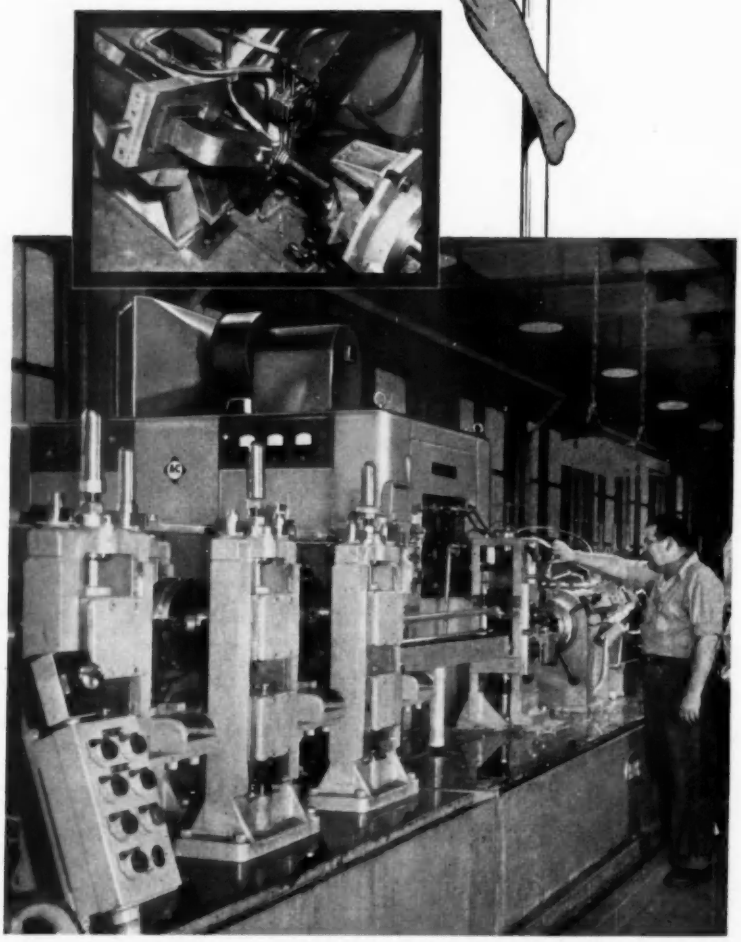


MR. HI FREQUENCY and the Allis-Chalmers induction heater solved an important production problem and gave Bridgeport Brass tremendous welding speed. Because aluminum has an abrupt melting point and a tendency to buckle, conventional arc welding yielded but a few feet per minute. By *confining* heat to a thin surface layer at the contacting edges of the formed tubing, Allis-Chalmers induction heating produced amazingly good results where previous methods failed.

### Why Allis-Chalmers

Allis-Chalmers enhances induction heating's inherent speed with properly designed work handling equipment. An automatic timer and output controls, standard on Allis-Chalmers units, promote precision operation. Extensive laboratory facilities, unparalleled application experience, factory supervised installation and service assure complete dependability.

If you braze, solder, harden, anneal or heat for forging or melting, it will pay you to get all the facts on Allis-Chalmers induction heaters. See your nearby Allis-Chalmers representative or write Allis-Chalmers, Industrial Equipment Division, Milwaukee 1, Wis.

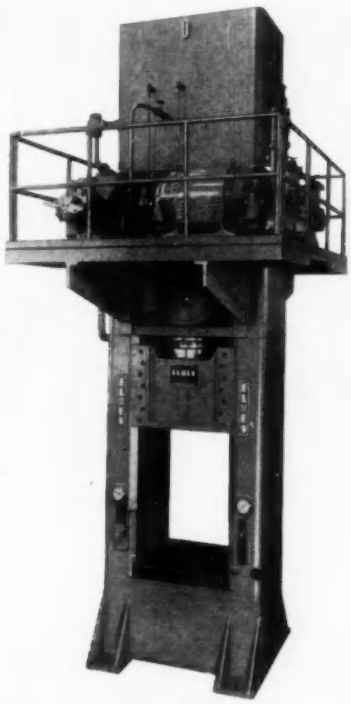


Heart of Bridgeport's integrated mill is a 50-kw Allis-Chalmers induction heater. Coil is interchangeable to accommodate various tube sizes.

A-C ALLIS-CHALMERS

**ALLIS-CHALMERS**

A-5456



## DRAWING AND FORMING PRESS

Typical of Elmes soundly designed and constructed hydraulic equipment for metal drawing and forming is the press shown above. These presses are built in single and double-action types (with or without cushion) and in triple-action type. Equipped with push-button controls arranged for semi-automatic or full automatic operation, and inching for die-setting. Rapid traverse to and from work, automatic slow-down, and protection against over-travel and over-pressure. Wide range of pressure capacities, from 50 to 2000 tons or more.

---

Elmes versatility in the metalworking field is illustrated by the presses shown here—just a few of the many types available. Whatever your job requirements, skilled Elmes engineers are ready at all times to help you solve your hydraulic equipment problems on the traditional Elmes basis of maximum production efficiency at minimum cost.

# If It's METAL WORKING

## YOU'LL DO IT *better...faster...*

## AT LOWER COST

## AT TOP PROFIT

## ON AN ELMES *hydraulic press*

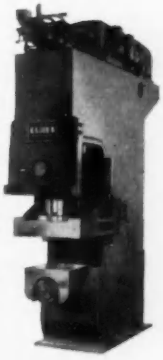
## Horizontal TUBE REDUCING PRESS



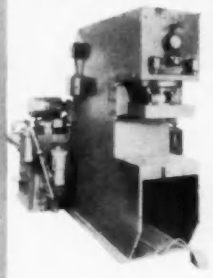
This press is designed to reduce both ends of a tube at once, loading and discharging in continuous fully automatic cycles. Elmes Presses, standard and "custom-built", are being used increasingly in automated press setups.

## C-FRAME HORN PRESS

C-frame press shown is used to coin and true wheel rims and similar jobs. Other C-frame presses for straightening, bending, forming, etc. Presses are easily and accurately controlled. Built in a wide range of sizes and capacities.



## AUTOMATIC OPENSIDE PRESS



This specially designed press accomplishes in one stroke the shearing, riveting, and straightening of forged steel work of variable thickness. Also, standard press designs.

*Write for Bulletin 1010-C*

Illustrates, describes, and gives major specifications on Elmes Hydraulic Metal-Working Presses. See your Elmes Distributor — or write to us direct.



**DISTRIBUTORS IN PRINCIPAL INDUSTRIAL CENTERS**

AMERICAN STEEL FOUNDRIES

**ELMES ENGINEERING DIVISION**

*hydraulic presses and equipment....* **1173 TENNESSEE AVE., CINCINNATI 29, OHIO**

# PORT HURON:

*Another city in Southeastern Michigan has planned for industry*



Port Huron is a friendly, lively town. It has many assets worth evaluating when a plant site is to be chosen—a fully functioning industrial subdivision, for one, administered by a non-profit corporation. This corporation also has funds with which to build for you on a liberal lease-purchase basis.

All utilities are in the subdivision. None are overburdened. Take water for industrial processing, for example. The sparkling blue waters of the three largest Great Lakes flow by Port Huron's capacious pumping station. And, since this productive industrial area lies on the very doorstep of the Great Lakes, living in Port Huron is enjoyable, too.

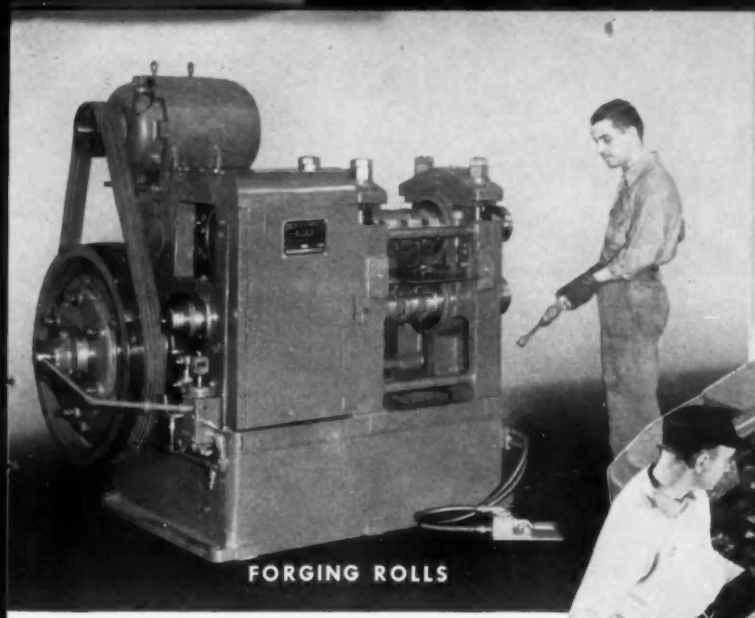
But the city's finest asset is its civic-minded, energetic people. Working together unselfishly, they have earned for their town *Look Magazine's* "All-American City" citation. These are the same men and women who are also competent and confident industrial workers.

We know Port Huron's industrial potential. And we'll report on it to you, candidly and in confidence. Write to Plant Location Service, Detroit Edison, Detroit 26, Michigan.

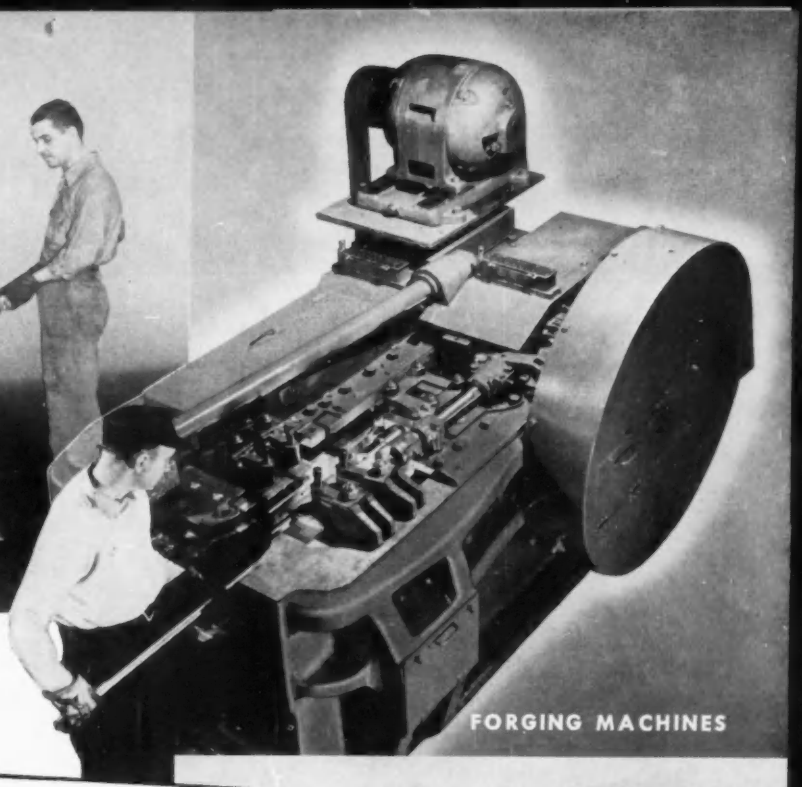
*Only the St. Clair River separates Port Huron from booming Ontario, Canada*




## DETROIT EDISON *Serves Southeastern Michigan*



FORGING ROLLS



FORGING MACHINES

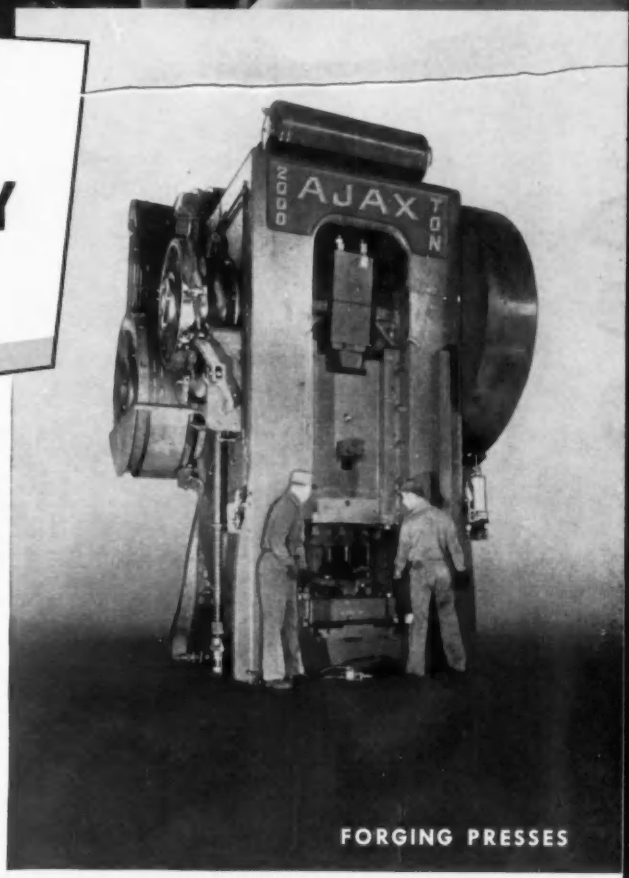
# AJAX
## FORGING MACHINERY
*— Air Clutch Operated —*
FOR
**High Production**

For speed in production . . . for accuracy of the forged part . . . and for capacity . . . AJAX provides a complete line of Forging Presses, Forging Machines, and Forging Rolls of the most advanced design ever offered to Industry.

Great rigidity, power and excellent alignment of these machines makes possible the production of uniformly accurate forgings with a minimum of machining.

Instantaneous response of the Air Clutch to the operator's control completes many multi-stage forgings in one heat and improves die life. Smooth, cushioned starting at high speed assures long machine life.

*Write for descriptive bulletins*




FORGING PRESSES

**AJAX METAL WORKING MACHINES**

Forging Presses • Forging Machines • Forging Rolls

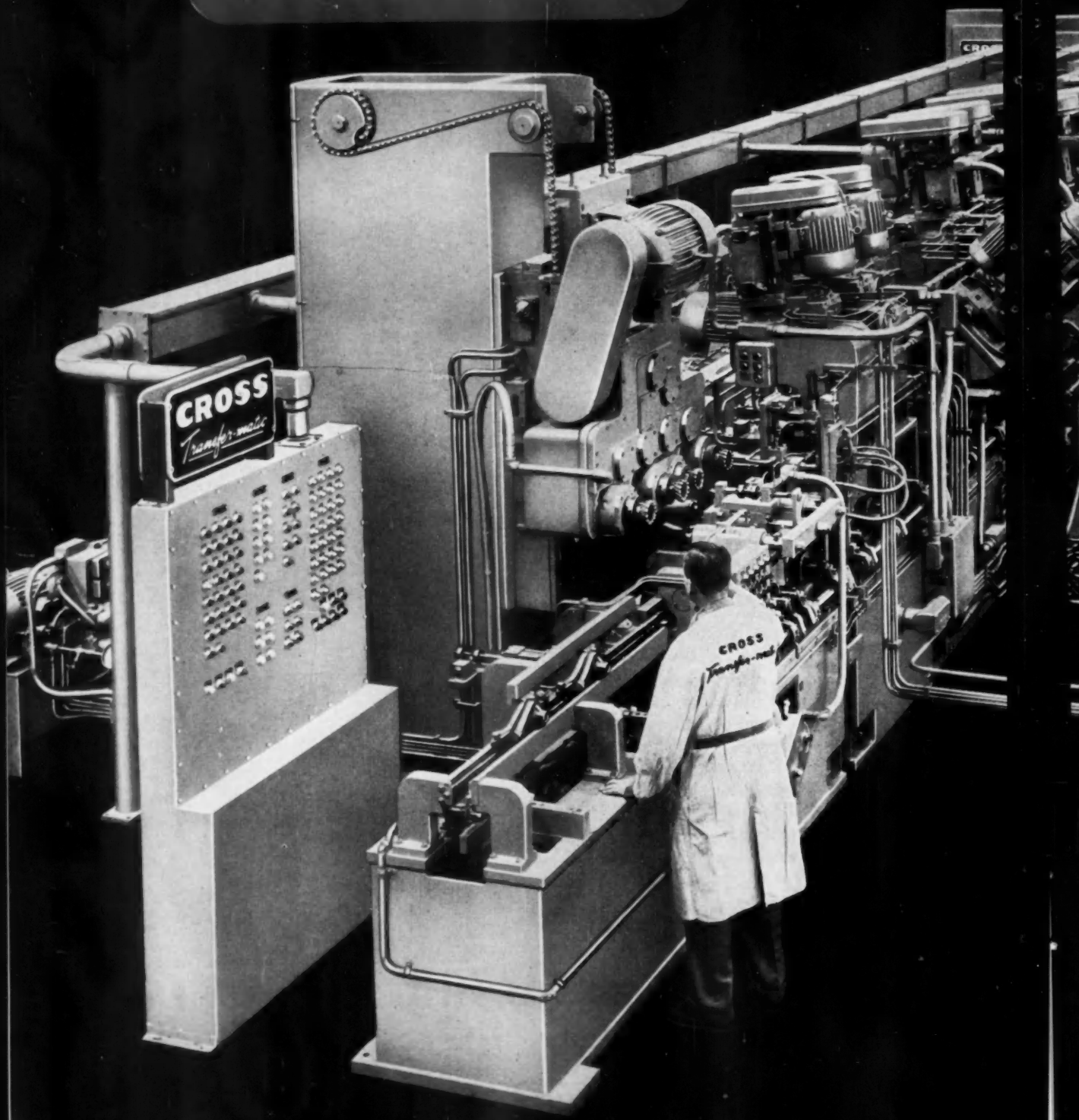
Ajax-Hogue Wire Drawers • Continuous Drawing & Straightening Machines

**THE AJAX MANUFACTURING COMPANY** **CLEVELAND 17, OHIO**

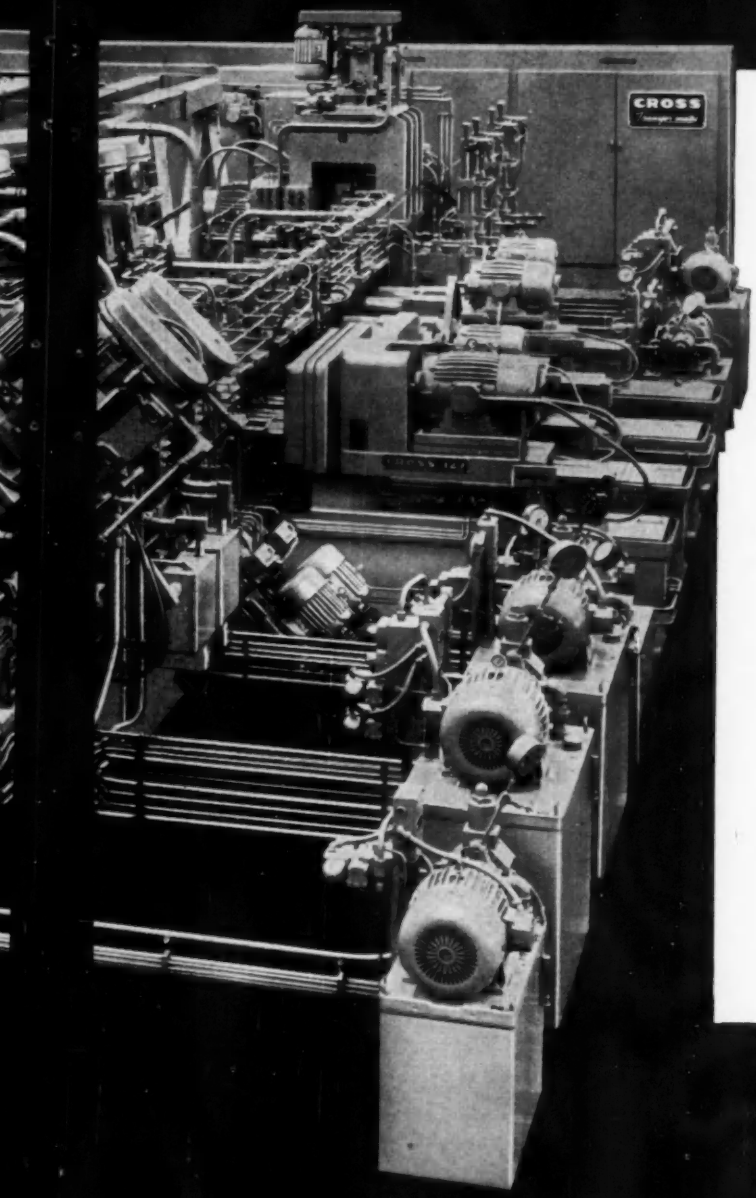
**110 S. DEARBORN ST., CHICAGO 3, ILL.**

**W. P. WOOLDRIDGE CO. • BURLINGAME, CAL. • LOS ANGELES 22, CAL.**

# Complete Machining of Water Pump Bodies



*Another Transfer-matic by Cross*




- ☆ **Machines two castings simultaneously at rated capacity of 200 pieces per hour.**
- ★ **Station 1 load; Station 2 mills mounting faces; Station 3 drills thermostat by-pass hole, mainshaft hole and four mounting holes; Station 4 cross-faces cover face and drills one angular vent hole; Station 5 chamfers thermostat by-pass hole, drills six cover holes, spot-faces mainshaft hole on inside; Station 6 cross-faces impeller face, reams thermostat by-pass hole and drills second angular vent hole; Station 7 spotfaces and chamfers mainshaft hole, spotfaces four mounting holes and drills by-pass hole on inside; Station 8 finish cross-faces impeller face and recesses center of mainshaft hole; Station 9 semi-finish bores mainshaft hole; Station 10 finish precision bores mainshaft hole; Station 11 tap drills heater connection hole and probes cover holes; Station 12 taps heater connection hole and six cover holes; Station 13 automatically unloads two pump bodies.**
- ★ **Locating: in Station 2, parts are located from foundry pads; in Station 3, from milled faces and cored water passages; and, from Station 4 on, from milled faces and two mounting holes.**
- ★ **Cross' "building block" principle provides flexibility for future part design changes.**
- ★ **Other features include: complete interchangeability of all standard and special parts for easy maintenance, construction to JIC Standards, hardened and ground ways and automatic lubrication.**

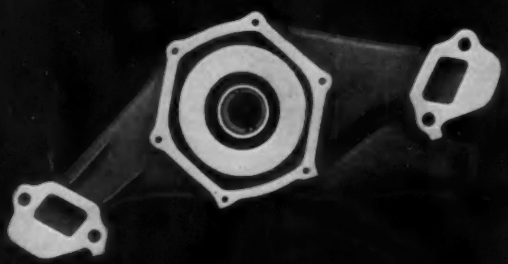
*Established 1898*

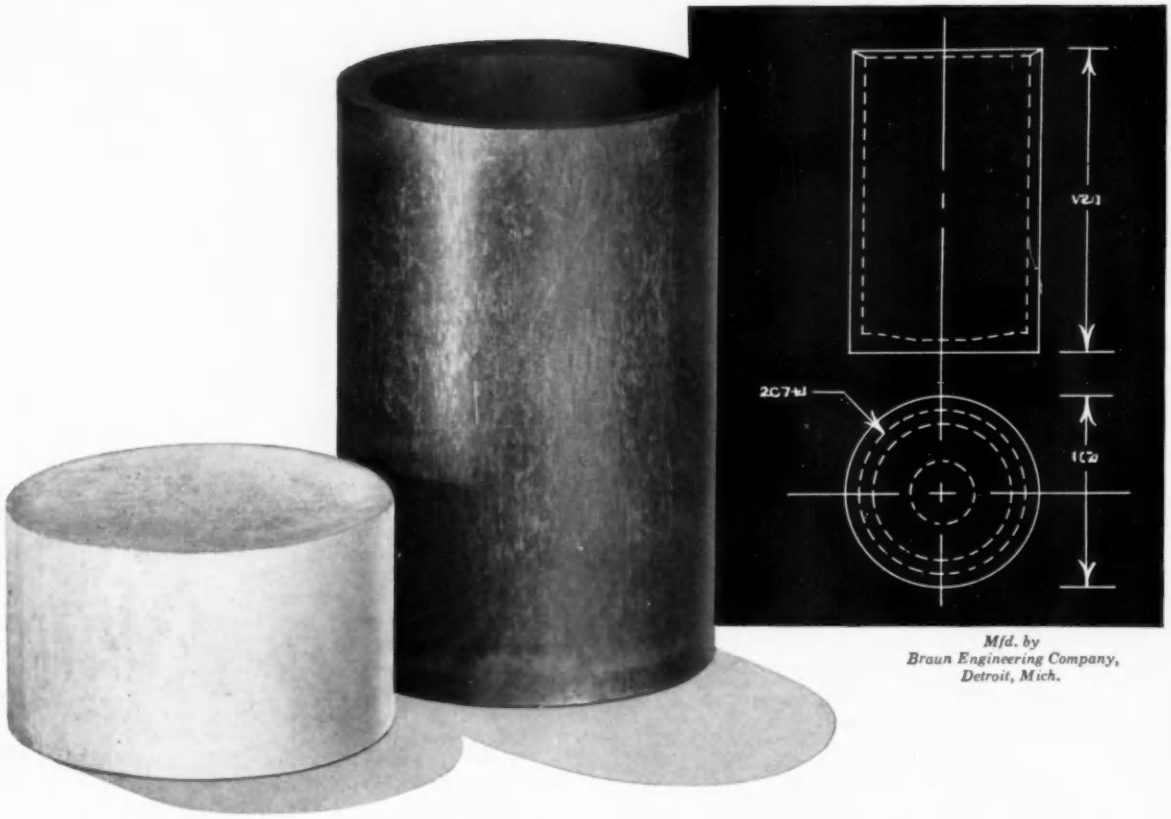
THE **CROSS** CO.

*First in Automation*

PARK GROVE STATION • DETROIT 5, MICHIGAN







*Mfd. by*
*Braun Engineering Company,*
*Detroit, Mich.*

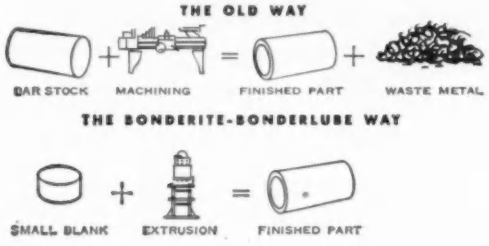
# **EXTRUDED**...*and sold for less than the raw stock used to cost!*

Cold extrusion of steel means big reductions in material, machinery, and time. Frequently, as in the case of the automotive motor mount above, the part is made by cold extrusion for about the cost of the raw metal used in conventional methods.

More and more, manufacturers are turning to cold extrusion as a cost cutting, simplified method of making quality parts. Machining is cut to a bare minimum and scrap virtually disappears. "Impossible" jobs are being mass produced at high rates and a lot of the "impossibles" have become production runs only because of Bonderite and Bonderlube.

These two remarkable aids in cold extrusion make metal flow like magic. More severe deformations are possible. Tool and die life are multiplied. Rejected parts are few and far between. Production speeds are greatly increased. Smooth finishes are easily achieved and maintained.

The Parker cold forming staff can give you expert help in the technique of cold extrusion.

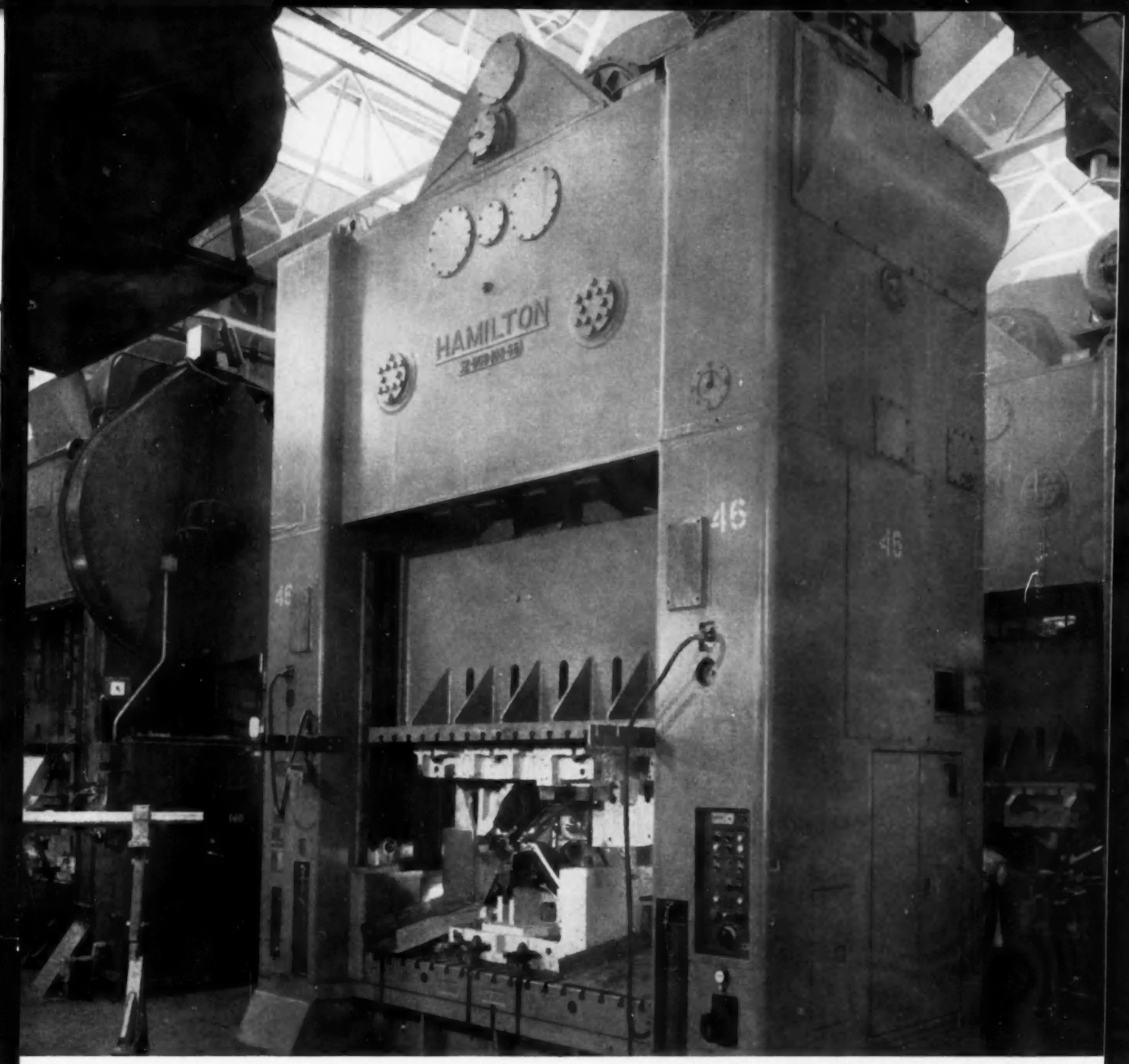



Since 1914—leader in the field

**PARKER RUST PROOF COMPANY**
2178 E. MILWAUKEE, DETROIT 11, MICHIGAN

| BONDERITE | BONDERITE and BONDERLUBE | PARCO COMPOUND | PARCO LUBRITE | TROPICAL |
|---|---|---|---|---|
| corrosion resistant paint base | aids in cold forming of metals | rust resistant | wear resistant for friction surfaces | heavy duty maintenance paints since 1883 |

*Bonderite, Bonderlube, Parco, Parco Lubrite—Reg. U.S. Pat. Off.




This versatile 600-ton Hamilton Eccentric Gear Press is currently turning out a wide variety of parts in a major automobile plant in Detroit.

# Why an eccentric gear press?

Hamilton Eccentric Gear Presses are ideally suited for heavy duty operations—particularly deep draws and other stamping operations where the tonnage is encountered well up on the stroke.

The eccentric and gear are integral and rotate on a short eccentric pin, as a result of which torsional and bending loads are negligible.

The many added features of Hamilton Eccentric Gear Presses guarantee greater production, improved stamping quality, and lower maintenance costs.

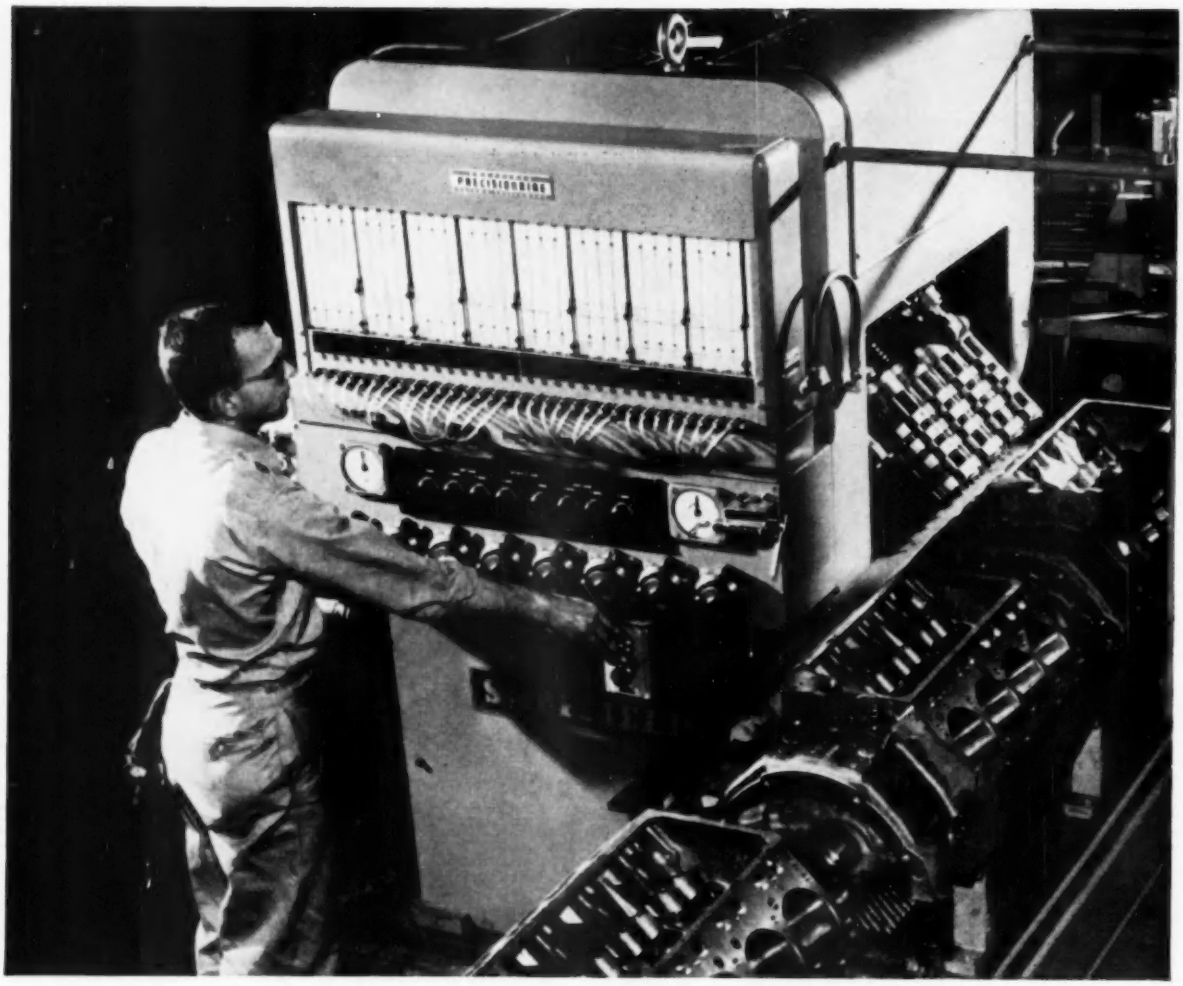
*Write to Dept. 7C for Bulletin #13301, describing these machines*

**Hamilton Division** Hamilton, Ohio

**BALDWIN · LIMA · HAMILTON**

Diesel engines • Mechanical and hydraulic presses • Can making machinery • Machine tools

BALDWIN BLH LIMA-HAMILTON



# COMBAT RISING PRODUCTION COSTS WITH HIGH SPEED INSPECTION

Gaging is an essential manufacturing operation just as machining is. Both contribute to manufacturing costs. When, through improved methods, either can be done faster, more effectively and with less effort, production costs drop.

A case in point is this Sheffield Precisionaire which checks 32 dimensions simultaneously at the rate of approximately 60-75 cylinder blocks per hour. The size classification of each bore is stamped on the block. Thus, with selective assembly, broad manufacturing tolerances do not jeopardize precision fits.

This is one of the many cost-saving achievements of Sheffield's Autometrologists. Others involve any possible combination of Automatic Gaging with:

- Machine Control
- Sensing and Prediction
- Feedback
- Sorting by Classification Category
- Completely Automatic Assembly

If you contemplate reducing your costs through automation, utilize the ingenuity and resourcefulness of Sheffield's large staff of Autometrologists. Write to the Sheffield Corporation, Dayton 1, Ohio, U.S.A., Dept. "4".

7908

the SHEFFIELD corporation
of Bendix Aviation

manufacture and measurement for mankind

# Mahon Serves the Automotive Industry

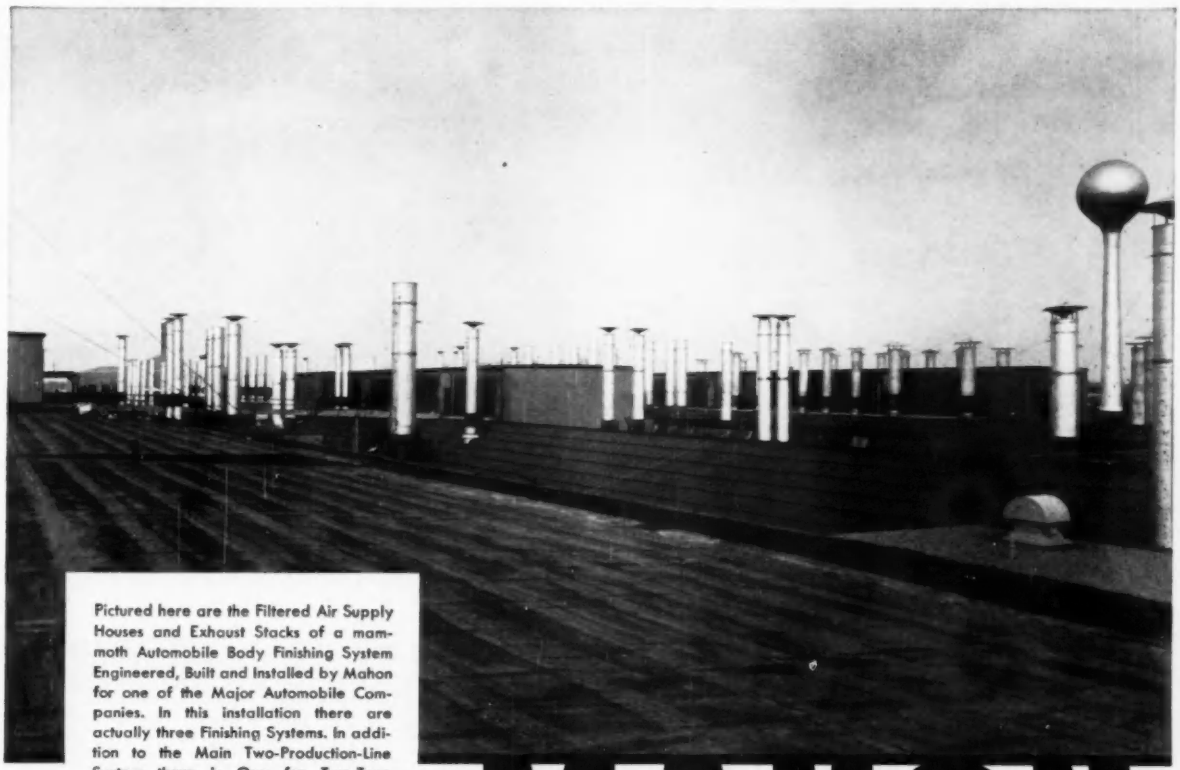
For over forty years the Mahon Company has served the Automobile Industry across the country by supplying its continuing needs for specially engineered plant equipment and specially engineered production processing equipment. This is tailor-made equipment designed and built to do specific jobs efficiently and economically . . . it covers a broad range of items from complete, mammoth Finishing Systems to such smaller items as Body Trucks and Skids, Engine Pallets, Conveyor Hangers, Adapters and Racks.

In the construction of new plants for the Automobile Industry, the Building Products Divisions of the Mahon Company have supplied and erected the Structural Steel, Steel Plate Components, Steel Roof Deck, Metal Curtain Walls, Underwriters' Rated Metalclad Fire Walls, Rolling Steel Doors, Electrified Steel Sub-Floors for office buildings, Acoustical Metal Walls and Partitions, and Combined Structural Roof Deck and Acoustical Ceilings.

The Mahon Company today, with its large staff of specialized engineers and service personnel, and its expanded fabricating and erection facilities, is in a position to render even a greater service to you in both the construction of your plants and in meeting your requirements in specially designed plant and production processing equipment.

See Sweet's Files for complete information, or write for Book covering Mahon Products and Services. The R. C. Mahon Company, Detroit 34, Michigan.

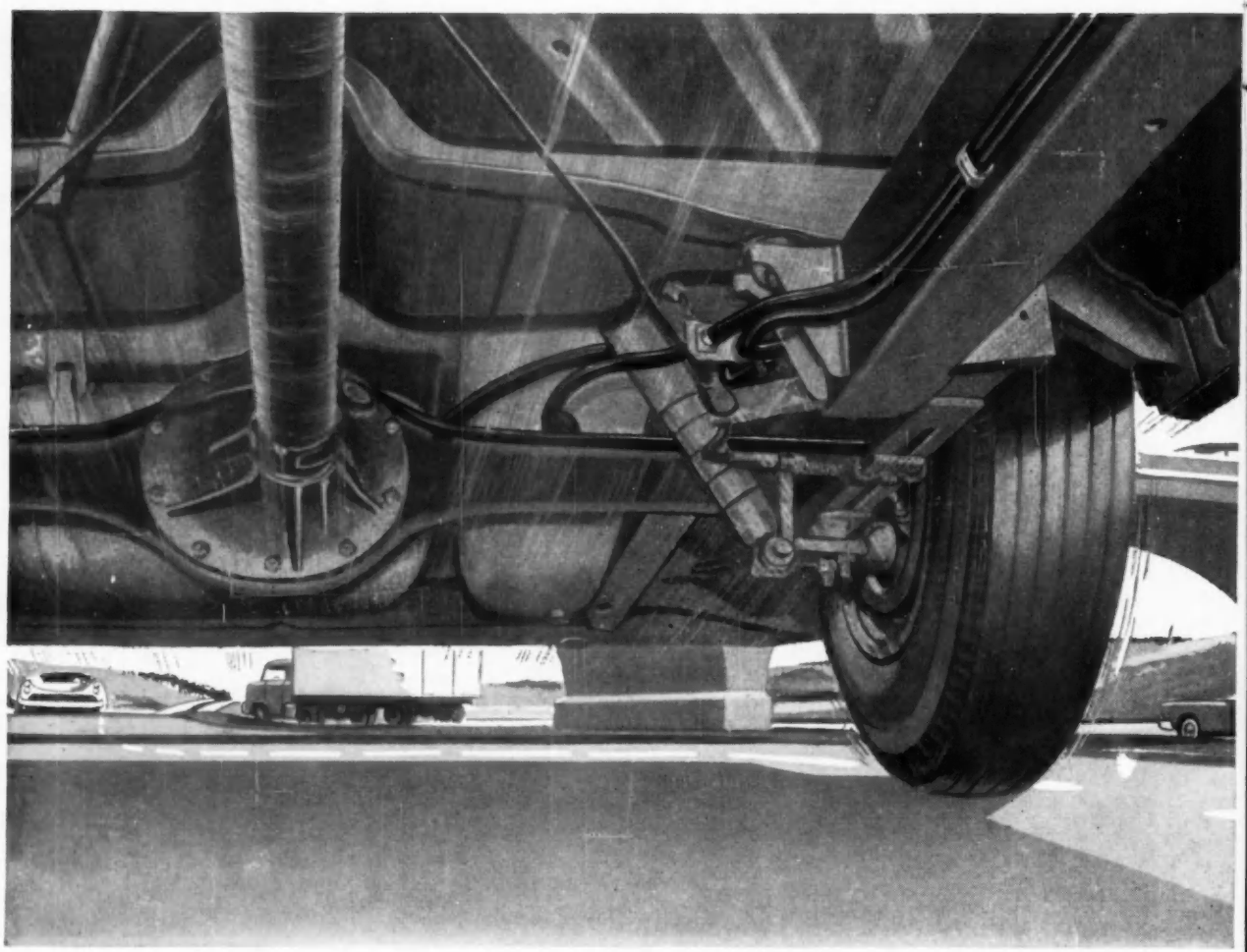
**Sales-Engineering Offices in Detroit, New York and Chicago**



Pictured here are the Filtered Air Supply Houses and Exhaust Stacks of a mammoth Automobile Body Finishing System Engineered, Built and Installed by Mahon for one of the Major Automobile Companies. In this installation there are actually three Finishing Systems. In addition to the Main Two-Production-Line System, there is One for Two-Tone Finishing, and One for Final Repair Finishing after trim operations.

**MAHON**

# High-powered cars need Bundyweld



**Brake lines** take a terrible beating from flying pebbles, pounding vibration. But brake lines made from double-walled Bundyweld take such punishment easily; stay leakproof. Result: supersafe driving for millions of motorists, over billions of miles.

**BUNDYWELD IS DOUBLE-WALLED FROM A SINGLE STRIP**



Bundyweld starts as a single strip of copper-coated steel. Then it's . . .



continuously rolled twice around laterally into a tube of uniform thickness, and



passed through a furnace. Copper coating fuses with steel. Result . . .




Bundyweld, double-walled and brazed through 360° of wall contact.




← **NOTE** the exclusive Bundy-developed beveled edges, which afford a smoother joint, absence of bead, and less chance for any leakage.

# full of "go" Tubing to STOP!

## Increased weight . . . superhighway speeds call for extra-safe brake lines of Bundyweld Steel Tubing

More than ever, priceless lives depend on safe, sure stops. So remember, when you specify brake-line tubing: For complete safety in emergencies, *only* Bundyweld® Steel Tubing will do.

**Double-walled** from a single steel strip, Bundyweld stands up under high pressures, brutal shock and vibration fatigue . . . provides an unequaled safety margin. *95% of today's cars use Bundyweld for fuel, oil and hydraulic lines, averaging 20 applications each.* Over *two billion feet* have been used on cars, trucks and buses in the past 25 years.

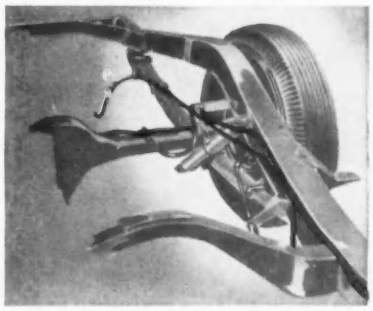
**Save with Bundy® services:** free, expert design and engineering aid at any product-development stage; fast, economical fabrication service with on-schedule delivery to keep lines rolling. Or Bundyweld is available in lightweight, easy-to-handle straight lengths for fabrication right in your own plant.

Whatever *your* tubing needs, you'll find there is no *real* substitute for Bundyweld Tubing and Bundy services. Find out for yourself why automotive engineers everywhere check *first* with Bundy. Call, write or wire us today!

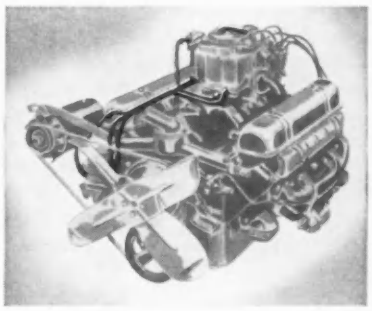
**BUNDY TUBING COMPANY, DETROIT 14, MICHIGAN**

*WORLD'S LARGEST PRODUCER OF SMALL-DIAMETER TUBING • AFFILIATED PLANTS IN AUSTRALIA, ENGLAND, FRANCE, GERMANY, AND ITALY*

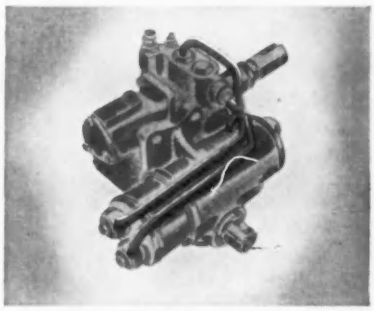
Specify Bundyweld for every automotive-tubing use!



**Gasoline lines** can be pounded by stones, punished by vibration . . . still not collapse or leak when fabricated from Bundyweld. Why? It's *double-walled* from a *single* steel strip!



**Oil lines** that leak can cause delays, big repair bills . . . even ruin engines. So specify dependable Bundyweld . . . and get oil lines that are extra-strong — leakproof and trouble-free.



**Hydraulic lines** for power steering and brake units face high pressures, constant vibration. Fabricate them from Bundyweld, and they'll deliver years of dependable, foolproof service.

*There's no real substitute for*

# BUNDYWELD® TUBING

**Bundy Tubing Distributors and Representatives:** ***Northeast:*** Chas. H. Stamm, 10 N. Main St., West Hartford, Conn.; Austin-Hastings Co., Inc., 226 Binney Street, Cambridge 42, Mass. • ***Middle Atlantic:*** Atlantic Tube & Metals, Inc., 451 New Jersey State Highway #23, Wayne, N. J.; Rutan & Co., 1 Bala Ave., Bala-Cynwyd, Pa. • ***Midwest:*** Lapham-Hickey Steel Corp., 3333 W. 47th Place, Chicago 32, Ill. • ***South:*** Peirson-Deakins Co., 823-824 Chattanooga Bank Bldg., Chattanooga 2, Tenn. • ***Southwest:*** Vinson Steel & Aluminum Co., 4606 Singleton Blvd., Dallas, Texas • ***Northwest:*** Eagle Metals Co., 4755 First Avenue, South Seattle 4, Wash. • ***Far West:*** Pacific Metals Co., Ltd., 2187 S. Garfield, Los Angeles 22, Calif.; Pacific Metals Co., Ltd., 1900 Third Street, San Francisco 7, Calif.

**Bundyweld nickel and Monel tubing are sold by distributors of nickel and nickel alloys in principal cities.**

# The BUSINESS PULSE

*Wholesale and Consumer Prices Continue at High Level, Thus Posing the Problem of "Inflation" in the Midst of Recession. Policy of Federal Reserve Remains Cautious Until Clearer Business Trends Are Shown.*

The recession is still in progress and there is as yet no clear indication how long it will last or how deep it will run.

It is possible to reconcile developments to date either with the belief that the downturn will be short-lived and moderate or with the view that the economy is headed for something more serious. The person who chooses between these alternatives at this stage is simply expressing his willingness to guess. And he will probably have to continue guessing until such time as a clearer picture emerges of basic conditions in such areas as consumer spending and business investment in plant and equipment.

## Cautious Economic Policy

Pending such clarification, both the Federal Reserve and the Government are likely to exercise caution in the execution of economic policy, since they do not know the magnitude or the nature of the problem facing them. To proceed in advance of such knowledge would involve the definite risk either of prematurely dulling anti-recessionary weapons or of laying the groundwork for a future renewal of inflationary pressures. Concern over inflation may seem ill founded to some people during a phase of business decline, but actually it must be very much on the minds of officials these days, given the continuing strength of aggregate price indices.

In past recessions, general prices have commonly moved downward in attunement with business levels, but in the present instance this has not occurred, apart from some weakness in prices of raw industrial materials. Both the wholesale price index and the consumer price index are currently at their all-time highs, and they have shown no inclination as yet to retreat. This poses the very confusing problem of "inflation" in the midst of recession.

This Survey Is Prepared Exclusively for AUTOMOTIVE INDUSTRIES by the Guaranty Trust Company of New York.

If a program of massive stimulation by authorities were to have the effect of further strengthening prices, the burden on final purchasers would be aggravated and the business readjustment itself might be impeded, since high and rising prices constitute an obstacle to expanded sales. One of the oldest tenets of economics is that sales volume varies inversely with prices other things being equal.

## Continuing Strength Of Prices

The dilemma posed by the continuing strength of prices unquestionably goes a long way toward explaining the cautious steps which have been taken to date by the Federal Reserve System, including the reduction in February by only ½ per cent in member-bank reserve requirements. This caution —which contrasts sharply with the way the Federal Reserve flooded the money market with funds in 1953-54 — has apparently disappointed many people, but it is perfectly consistent with views which have been spelled out in considerable detail by William McChesney Martin, chairman of the Federal Reserve Board.

Last August, for example, Mr. Martin told the Senate Finance Committee that in his judgment the Federal Reserve System had pursued too active a policy of monetary ease in certain phases of the 1953-54 recession. Specifically, he stated that the Federal Reserve had erred in fomenting too great a psychology of expansion instead of letting natural forces take their play. "I am inclined to think, in retrospect," he observed, "that we were permitting a validation at that time of a price level which probably was not warranted, and that we therefore laid the seeds for some of our later difficulties."

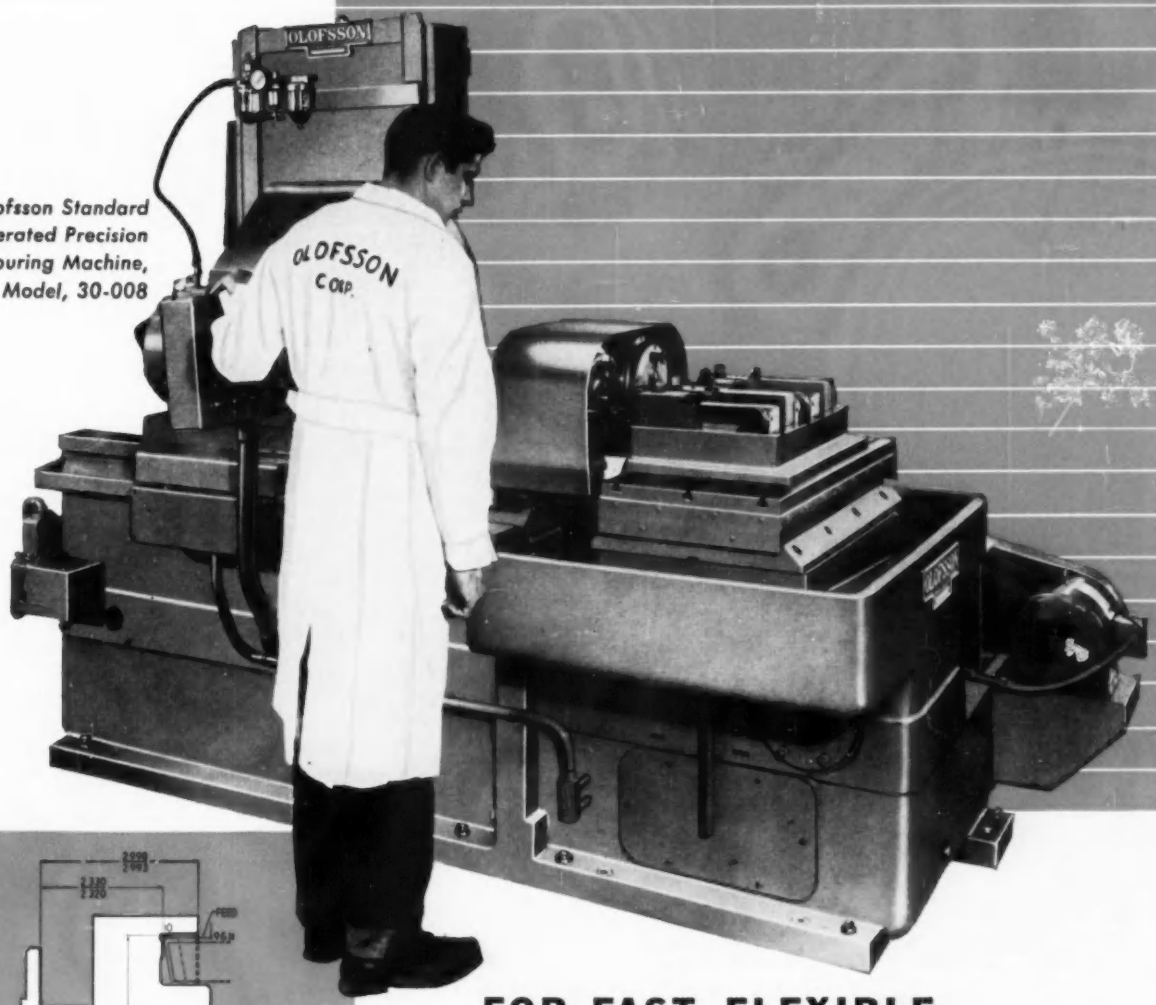
## Business Trends Not Yet Clarified

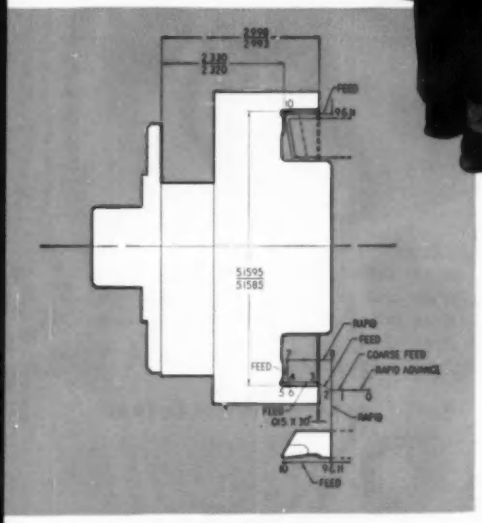
Mr. Martin is still obviously very much concerned about the validation of boom-time price levels, for on the same day that the ½ per cent cut in reserve requirements was announced he told members of a Senate banking subcommittee that "undoubtedly lower prices would now prove to have expansive benefits for economic activity generally." Given this background, it is hardly surprising that Federal Reserve policy has been cautious to date, and the inference seems reasonable that it will remain so until business trends have been clarified.

The Administration's unwillingness to sanction either tax reduction or a large-scale acceleration of spending programs at this junc-

(*Turn to page* 374, *please*)

*The Olofsson Standard Cam Operated Precision Contouring Machine, Model, 30-008*




**A TYPICAL APPLICATION**
**The part: transmission rear brake drum.**
**Material: pearlitic malleable iron.**
**Operations Performed: boring, facing, chamfering and undercutting.**
**Rate of Production: 70 pieces per hour.**

# FOR FAST, FLEXIBLE COMBINATIONS OF PRECISION BORING, TURNING AND FACING

## . . . the New OLOFSSON Standard Cam Operated Precision Contouring Machine Model 30-008

DIRECT CAM ACTION for mechanical control of precision tolerances gives the Olofsson Contouring Machine fast and accurate control over a wide variety of contouring operations.

Cams are easy to change. For more dependable operation they're mounted on a heavy duty spindle in the machine base.

All motors and hydraulic controls are located outside the base. The heavy duty cross slide provides a substantial base for fixture tooling.

**DESIGN FEATURES**

- **Direct Cam Action**
- **Low height to width ratio of spindles to ways.**
- **Automatically lubricated, hardened and ground V and flat ways.**
- **Both table slides, controlled by cams mounted on a single drive shaft.**

*Get all the facts and specifications on the Model 30-008. Write for bulletin today.*



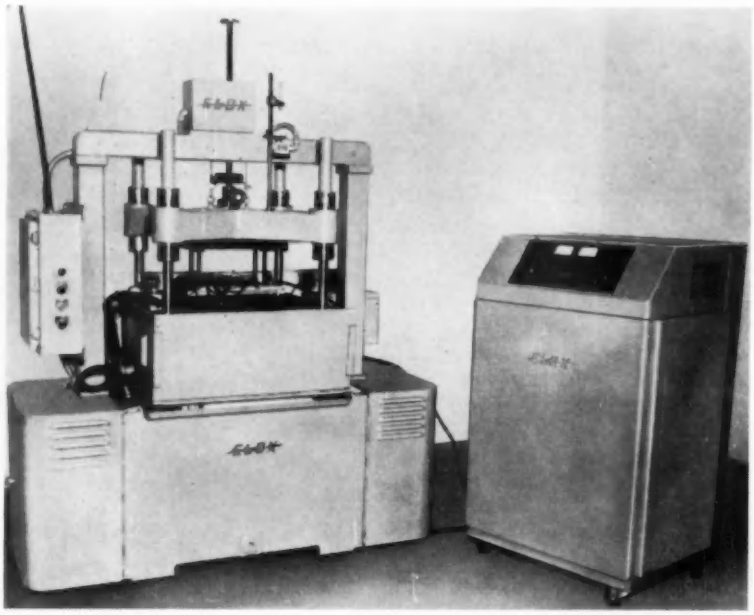
**THE OLOFSSON CORPORATION**

**2738 LYONS AVENUE, LANSING, MICHIGAN • PHONE: IVanhoe 4-5381**

***Manufacturers of Special Machinery and Precision Boring Machinery.***

# NEW PRODUCTION and PLANT EQUIPMENT

*FOR ADDITIONAL INFORMATION, please use reply card on PAGE 313*



*Elox electrical discharge machine, Series M-600 is available in three sizes*

## Electrical Discharge Machine Tool Makes Forging Dies

PRIMARILY designed to machine forging dies, the M-600 electrical discharge machine tool can be used to make many types of dies including blanking, extrusion, powdered metal, heading, draw, press, trim, die casting, etc. It is also used for special application work such as air foil shapes and intricate shape holes, deep hole drilling and production runs of cavities or through-hole work in hard to machine metals.

Heat treating of dies before the cutting of the impression is standard procedure, for the hardness of the metal does not affect the cutting action. Therefore, work-hardened die cavities may be re-sunk to required depths on the same equipment. The actual cavity making process, after machine setup, is automatic and requires no operator control. When the electrode has reached a pre-determined depth, the machine shuts off. *Elox Corp. of Michigan.*

**Circle 35 on postcard for more data**

## Carbide Tool Holder

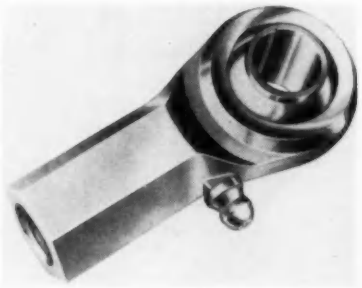
A THROWAWAY type carbide tool holder incorporates a spring-loaded pin which automatically lifts and holds the chip breaker against the clamp when the insert is indexed or changed. The device has three fixed positions which adapt it to light, medium or heavy cuts. It is adjusted to suit the cut by simply pushing into position with end of wrench. Thus, the one, triple-purpose chip breaker fits all normal cuts.

The holder shank is made of alloy steel, heat treated to HRC 50 hardness and has a special SR treated, anti-rust finish. Another feature of the T-Max holder is the Coromant insert dispenser. This spring-action dispenser puts a new insert at the operator's finger tips. A calibrated slot shows the number of remaining inserts, at a glance. *Sandvik Coromant Div. of Sandvik Steel, Inc.*

**Circle 36 on postcard for more data**

## Precision Rod End

CONSTRUCTION of the A.B.C. rod end is by two-piece style, the ball housing being swaged around the ball in such a manner to insure the largest possible surface contact area between housing and ball. The standard housing and shank material used is tensile pearlitic malleable iron rated at 70,000 psi. Two basic types of balls are used; SAE-52100 alloy steel, hardened and ground, then chrome plated; and sintered steel balls, hardened and ground, and treated with a high pressure, dry film

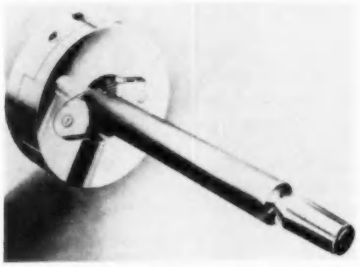


*Automation A.B.C. rod end*

lubrication coating. The body is cadmium plated. Both female and male types are available in standard bore sizes from ¼ to ¾ in. *Automation Bearings Corp.*

**Circle 37 on postcard for more data**

## Self-Centering Work Driver



*This workdriver with serrated jaws milled on an angle to grip the work may be used on any type of engine lathe, or plain or universal grinder. It is self-centering, quick acting and positive. It is available in 18 standard sizes with work diameters from ¼ to 6⅞ in. (Seneca Falls Machine Co.)*

**Circle 38 on postcard for more data**

(*Turn to page* 308, *please*)

# BETTER SUSPENSION...





## ...for that NEW BABY of yours!

Your next model, now in the planning stages, will be by far the best you've ever built. Naturally, you'll do *everything* to surpass the best you've ever produced before.

But how about suspension? New advances in the design and engineering of *steel springs* can accomplish what seemed impossible a year or two ago. Better metals. Controlled tempering. Scientific methods. For load balance, controlled sidesway and rebound, positive alignment and structural strength, TODAY'S springs by BURTON can work wonders.

Consult our engineering staff . . . *early!*

**"Vital Support to the Automotive Industry"**

# BURTON SPRINGS

**FOR MOTOR CARS • TRUCKS • BUSES • TRACTORS • TRAILERS • OFF HIGHWAY EQUIPMENT**

**BURTON AUTO SPRING CORPORATION . . . WESTERN AVENUE AT 48th STREET**
**CHICAGO 32, ILLINOIS**

# NEW PRODUCTION and PLANT EQUIPMENT

## Packaged Servo Unit

A PACKAGED servo component consisting of an integral combination of a two-phase instrument servomotor, gear reduction, slip clutch and precision potentiometer offers precision servo performance in a modular construction.

The unit has wide application in balancing, positioning and computing servo-mechanisms. The built-in slip clutch is factory adjusted to permit servo operation into potentiometer stops without damage. The addition of an integrally mounted a-c tachometer with 0.5 per cent linearity makes the Servopot a complete integrating servo. *Diehl Mfg. Co.*

**Circle 39 on postcard for more data**

## Immersion Stripping

A LOW-COST cold solvent stripper named Octastrip 444, was designed for stripping of vacuum plating rejects for refinishing. It is used for high speed tank immersion stripping on a production line basis and acts in 15 seconds to a minute in room temperature.

The solution loosens the toughest finishes and vacuum coated metals, and requires only a water spray to leave the surface ready for refinishing. It is non-inflammable non-corrosive and can be used in mild steel tanks in an adequately ventilated enclosed area. Uses include reclaiming vacuum plating rejects such as instruments, appliances, automotive parts and dials and name plates. *Octagon Process, Inc.*

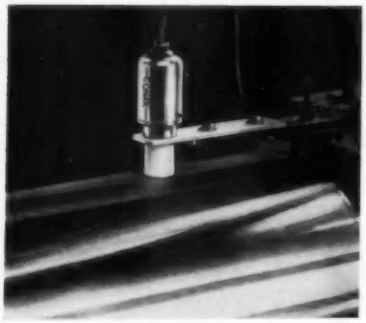
**Circle 40 on postcard for more data**

## TemperatureThermocouple

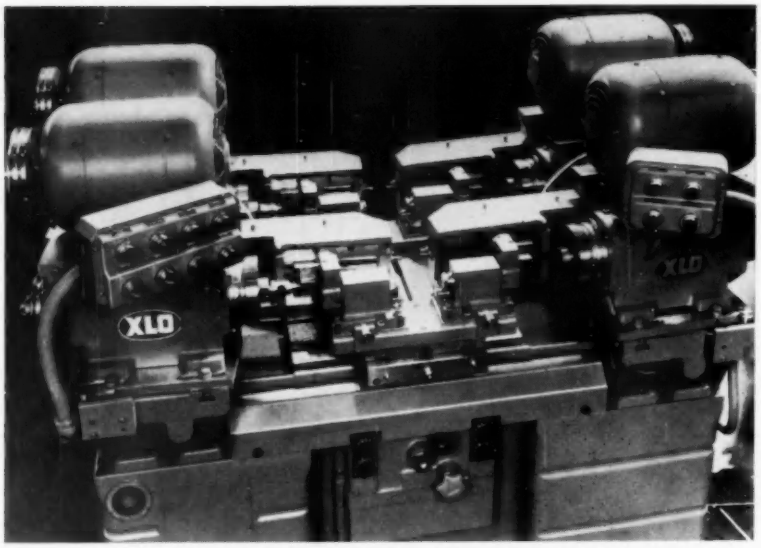
THIS roll temperature thermocouple for accurately measuring and closely controlling the surface temperatures of rotating shafts, rolls and bearings. Features include fast response for close control, compact design, resistance to wear and no heat loss due to windage. The temperature reading is unaffected by changes in roll velocity, and constant bearing pressure of the thermocouple is assured by an internal spring.

The sensing element is a brass plug which is flush mounted in the spring loaded Teflon plunger. This wear resistant Teflon bears against the roller forming a protective thermocouple shield from surrounding air. *Conax Corp.*

**Circle 42 on postcard for more data**



*Conax roll temperature thermocouple*



*Ex-Cell-O Style 1212-B boring machine with four-station tooling setup*

## Taper Turning Performed on Precision Boring Machine

NUMEROUS taper turning operations on a wide variety of bronze keys for petcock valves are accomplished on this double-end Style 1212-B precision boring machine utilizing a four-station tooling setup. Operationally, the valve keys are located between tailstock and spindle centers at all four stations of the machine. Chucks on the spindles grasp the handles or cast ends of the parts and act as drivers. Unloading and reloading of one end is achieved while the machine cycle is in progress at the other end. Gage blocks furnished with the unit set the taper angle required by the parts. *Ex-Cell-O Corp.*

**Circle 41 on postcard for more data**

## Sealless Gusher Pump

THE Model 5P-4521 sealless gusher pump with triple discharges which may be used individually, simultaneously or in any combination is available in two lengths and has no seals or metal to metal contacts. The unit is adaptable to handling clean coolants as well as liquids containing grit and abrasives as on grinding, honing and lapping machines. It is available with 1/10 hp, 1725 or 3450 rpm and ¼ hp, 3450 rpm motors, for heads up to 30 in. and capacities up to 30 gpm. *The Ruthman Machinery Co.*



*Ruthman sealless gusher pump No. 5P-4521*

**Circle 43 on postcard for more data**

(*Turn to page* 310, *please*)


Specialists in...
FLUID FLOW & VIBRATION
DAMPING PRODUCTS
SCHWITZER
CORPORATION
INDIANAPOLIS, INDIANA
TURBOCHARGERS
SUPERCHARGERS
FAN BLADES
FAN DRIVES
ACCESSORY DRIVES
VIBRATION DAMPERS
AIR STARTING MOTORS
WATER PUMPS
OIL PUMPS
SHAFT SEALS

# NEW PRODUCTION and PLANT EQUIPMENT




*Yale & Towne five-drum lift truck attachment has a capacity of 2400 lb*

## Five-Drum Lift Truck Handling Attachment

A LIFT truck handling attachment capable of transporting and stacking five standard 55 gal drums at one time consists of a 130 in. wide plate to which are welded six three in. diameter rams on which the drums nest for carrying and stacking. The device attaches directly onto the truck fork carriage secured by hangers and bolts.

The rams are 30 in. in length with the exception of the one at the edge of the attachment plate which is 34 in. long to act as a guide in inserting the rams into a stack of drums. Capacity is 2400 lb at a 17 in. load center. *The Yale & Towne Mfg. Co.*

**Circle 44 on postcard for more data**

## Pipe Straightener

A STANDARD inclinable press is equipped with support rolls, special frame, type "K" clutch and an air counterbalanced slide with motorized adjustment for special pipe straightening adaptations. It is operated by a foot switch on a "jog" type of operation. On the same floor plate there are two additional foot switches to raise or lower the slide, so that the operator can adjust it from whatever position he is working.

In this application, a set of rolls is furnished with the press to handle pipe from 1.660 to 4.5 in. in diameter. To accommodate various size bends, the roll brackets may be moved in or out the full width of the table. *E. W. Bliss Co.*

**Circle 45 on postcard for more data**

## Non-Slip Wrench

NAMED the Clik-Stop, an automatic wrench requires no adjustment other than turning the knurl. As the knurl is turned, jaw openings are held fast and cannot change position. It is available in five sizes: 4, 6, 8, 10, and 12 in. and is a precision product forged from alloy steel. Each wrench is chrome plated to prevent rust. Handles use an I-beam construction. Absence of a corner lip on the movable jaw allows a square nut to fit flat to the inside jaw. *Proto Tool Co.*

**Circle 46 on postcard for more data**

## Hardness Tester

THE Rockwell Hardness TwinTester was designed for conducting Rockwell and Rockwell superficial hardness testing applications of materials in tool departments, inspection departments and laboratories.

This unit is capable of performing testing operations involving the measurement of hardness of metals and alloys of all types, whether hard or soft, polished or unpolished, round, flat, tubular or irregular in shape.

The load applying weights consist of a weight hanger which applies a load of 15 kg and five additional weights marked for applying loads of 30, 45, 60, 100 and 150 kg. Fully equipped for conducting both Rockwell and Rockwell superficial hardness tests the TwinTester is furnished with a cowl, 1/16 steel ball penetrator for B and T scale testing, two each of B, C, N and T scale Rockwell test blocks, plane, spot, shallow V and Cylindron Jr. anvils, dust cover, protective sleeve set and subsleeve. For the testing of material which is too soft for the penetrator, ⅛, ¼ and ½ in. steel ball penetrators can be furnished. The unit's vertical

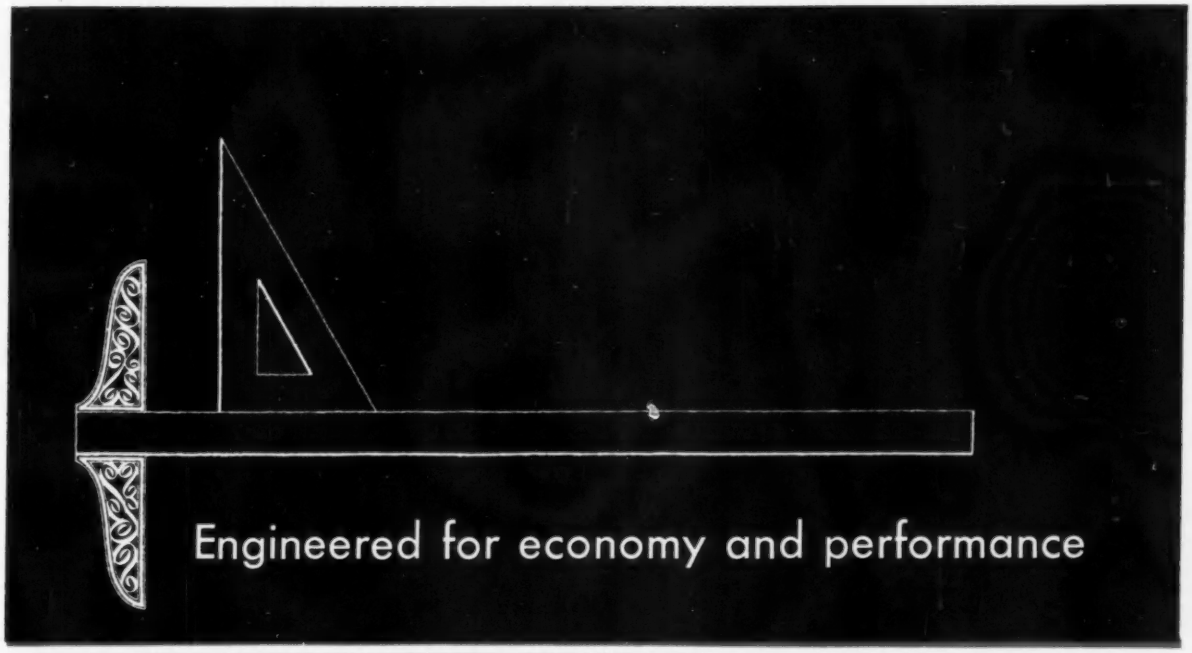


*Wilson combination hardness tester*

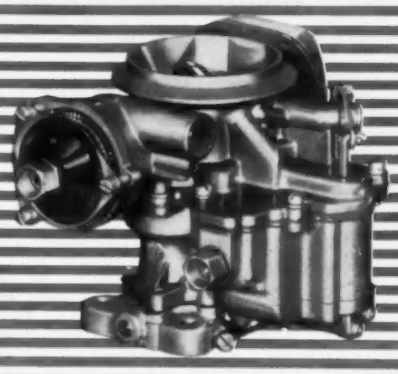
capacity is 8, 12 or 16 in. and its throat depth is 5½ in. Bench space required is approximately 12 by 20 in. *Wilson Mechanical Instrument Div., American Chain & Cable Co., Inc.*

**Circle 47 on postcard for more data**

(*Turn to page* 312, *please*)




# STROMBERG



When a man buys a car of a make he's never driven before, he is influenced by appearance, price and reputation. When he comes back to that same dealer for his *next* car, he is influenced by performance and economy of operation. That's why it pays to specify the Stromberg* Carburetor, designed and built by Bendix-Elmira, pioneer in automotive fuel systems—the first manufacturer to develop electronic fuel injection for automobiles.

*REG. U. S. PAT. OFF.

**HERE'S HOW STROMBERG OUTPERFORMS THEM ALL**

- Economical operation, more miles per gallon, happier customers
- Fewer moving parts, fewer mechanical failures, reduced service cost
- Substantially reduced incidence of icing and percolation
- Thin aluminum throttle body and flange for quicker heat transfer

Bendix-Elmira, N. Y.
ECLIPSE MACHINE DIVISION

Bendix
AVIATION CORPORATION

# • • INDUSTRY STATISTICS • •

## WEEKLY U. S. MOTOR VEHICLE PRODUCTION

*As reported by the Automobile Manufacturers Association*

| Make | Weeks Ending Mar. 1 | Weeks Ending Feb. 22 | Year to Date 1958 | Year to Date 1957 |
|---|---|---|---|---|
| **PASSENGER CAR PRODUCTION** | | | | |
| Rambler | 3,705 | 3,728 | 31,183 | 15,272* |
| Total—American Motors | 3,705 | 3,728 | 31,183 | 15,272 |
| Chrysler | 1,015 | 1,051 | 10,462 | 27,855 |
| De Soto | 360 | 1,232 | 6,916 | 31,647 |
| Dodge | 1,724 | 1,437 | 15,859 | 56,091 |
| Imperial | 285 | 301 | 3,028 | 7,686 |
| Plymouth | 7,869 | 6,079 | 65,977 | 131,088 |
| Total—Chrysler Corp. | 11,253 | 10,100 | 102,242 | 254,367 |
| Edsel | 2 | 362 | 2,836 | |
| Ford | 23,607 | 20,025 | 213,962 | 294,123 |
| Lincoln | 840 | 817 | 6,652 | 10,614 |
| Mercury | 939 | 2,883 | 23,725 | 69,576 |
| Total—Ford Motor Company | 25,388 | 24,087 | 247,175 | 374,313 |
| Buick | 4,972 | 5,920 | 61,198 | 101,781 |
| Cadillac | 3,232 | 3,182 | 26,266 | 29,221 |
| Chevrolet | 30,323 | 27,597 | 276,786 | 262,788 |
| Oldsmobile | 7,543 | 8,485 | 75,069 | 90,729 |
| Pontiac | 5,044 | 5,711 | 56,383 | 79,801 |
| Total—General Motors Corp. | 51,114 | 50,895 | 495,702 | 584,320 |
| Packard | 0 | 169 | 804 | 3,146 |
| Studebaker | 72 | 1,004 | 4,481 | 9,430 |
| Total—Studebaker-Packard Corp. | 72 | 1,173 | 5,285 | 12,576 |
| Checker Cab | 91 | 87 | 597 | 591 |
| Total—Passenger Cars | 91,623 | 90,070 | 882,184 | 1,241,439 |
| **TRUCK AND BUS PRODUCTION** | | | | |
| Chevrolet | 5,535 | 5,081 | 48,830 | 64,718 |
| G. M. C. | 1,469 | 1,452 | 11,085 | 13,912 |
| Diamond T | 100 | 132 | 952 | 707 |
| Divco | 60 | 60 | 504 | 685 |
| Dodge and Fargo | 1,236 | 1,196 | 9,089 | 15,541 |
| Ford | 4,667 | 4,105 | 42,338 | 56,778 |
| F. W. D. | | 28 | 206 | 209 |
| International | 2,297 | 2,281 | 21,344 | 15,474 |
| Mack | 360 | 217 | 2,500 | 3,248 |
| Studebaker | 224 | 289 | 1,891 | 1,769 |
| White | 388 | 360 | 3,327 | 3,507 |
| Willys | 1,076 | 2,281 | 13,330 | 14,880 |
| Other Trucks | 65 | 65 | 525 | 773 |
| Total—Trucks | 17,477 | 17,547 | 155,921 | 192,201 |
| Buses | 90 | 70 | 679 | 604 |
| Total—Motor Vehicles | 109,190 | 107,687 | 1,037,784 | 1,434,244 |

*—Includes Hudson and Nash.

## 1957 TRUCK TRAILER SHIPMENTS

| Type of Trailer | December | Twelve Months 1957 | Twelve Months 1956 |
|---|---|---|---|
| Vans | | | |
| Insulated and refrigerated | 249 | 4,424 | 5,164 |
| Steel | 23 | 604 | 1,055 |
| Aluminum | 226 | 3,820 | 4,109 |
| Semi-insulated | 52 | 641 | N.A. |
| Steel | 52 | 641 | N.A. |
| Aluminum | | | N.A. |
| Furniture | 72 | 1,548 | 2,110 |
| Steel | 72 | 1,548 | 2,110 |
| Aluminum | | | |
| All other closed-top | 1,357 | 20,676 | 25,670 |
| Steel | 524 | 9,226 | 11,285 |
| Aluminum | 833 | 11,450 | 14,385 |
| Open-top | 209 | 3,164 | 3,738 |
| Steel | 97 | 1,564 | 1,753 |
| Aluminum | 112 | 1,600 | 1,985 |
| Total—Vans | 1,939 | 30,453 | 36,682 |
| Tanks | | | |
| Petroleum | 263 | 4,227 | 5,433 |
| All other | 65 | 1,391 | 1,069 |
| Total—Tanks | 328 | 5,618 | 6,502 |
| Pole, pipe and logging | | | |
| Single axle | 21 | 377 | 597 |
| Tandem axle | 35 | 616 | 1,300 |
| Total | 56 | 993 | 1,897 |
| Platforms | | | |
| Racks, livestock and stake | 255 | 2,611 | 1,004 |
| Grain bodies | 51 | 1,259 | 1,836 |
| Flats, all types | 301 | 6,339 | 8,441 |
| Total—Platform | 607 | 10,209 | 11,281 |
| Low-bed heavy haulers | 145 | 2,782 | 2,995 |
| Dump trailers | 114 | 1,947 | 2,057 |
| All other trailers | 188 | 3,479 | 2,750 |
| Total—Complete Trailers | 3,377 | 55,481 | 64,164 |
| Chassis | 312 | 4,267 | 3,660 |
| Total—Trailers and Chassis | 3,689 | 59,748 | 67,824 |

N.A. Not Available. Source: Industry Div., Bureau of the Census.

## REGIONAL SALES OF NEW PASSENGER CARS

| Zone | Region | December 1957 | November 1957 | December 1956 | Twelve Months 1957 | Twelve Months 1956 | Per Cent Change Dec. over November | Per Cent Change Dec. over Dec. 1956 | Per Cent Change Twelve Months 1957 over 1956 |
|---|---|---|---|---|---|---|---|---|---|
| 1 | New England | 19,247 | 21,061 | 22,721 | 314,270 | 330,585 | − 8.61 | −13.29 | − 4.94 |
| 2 | Middle Atlantic | 88,417 | 75,166 | 88,065 | 1,140,474 | 1,120,801 | +17.63 | + .40 | + 1.76 |
| 3 | South Atlantic | 62,143 | 52,123 | 61,802 | 762,045 | 775,744 | +19.22 | + .55 | − 1.77 |
| 4 | East North Central | 130,023 | 94,851 | 133,730 | 1,466,332 | 1,453,288 | +37.08 | − 2.77 | + .90 |
| 5 | East South Central | 32,215 | 18,106 | 32,817 | 289,484 | 300,857 | +77.92 | − 1.83 | − 3.78 |
| 6 | West North Central | 46,165 | 33,720 | 44,026 | 522,513 | 511,995 | +36.91 | + 4.86 | + 2.05 |
| 7 | West South Central | 53,009 | 44,311 | 51,388 | 570,024 | 557,691 | +19.63 | + 3.15 | + 2.21 |
| 8 | Mountain | 20,670 | 15,170 | 20,216 | 208,411 | 201,632 | +36.26 | + 2.25 | + 3.36 |
| 9 | Pacific | 60,247 | 54,026 | 59,296 | 708,789 | 702,655 | +11.52 | + 1.60 | + .87 |
| | Total—United States | 512,136 | 408,534 | 514,061 | 5,982,342 | 5,955,248 | +25.36 | − .37 | + .46 |

States comprising the various regions are: Zone 1—Conn., Me., Mass., N. H., R. I., Vt. Zone 2—N. J., N. Y., Pa. Zone 3—Del., D. of C., Fla., Ga., Md., N. C., S. C., Va., W. Va. Zone 4—Ill., Ind., Mich., Ohio, Wis. Zone 5—Ala., Ky., Miss., Tenn. Zone 6—Iowa, Kan., Minn., Mo., Neb., N. D., S. D. Zone 7—Ark., La., Okla., Tex. Zone 8—Ariz., Colo., Ida. Mont., Nev., N. M., Utah, Wyo. Zone 9—Cal., Ore., Wash.

## 1957 TRUCK FACTORY SALES BY G.V.W.

*As reported by the Automobile Manufacturers Association*

| Period | 6,000 lb.* and less | 6,000-10,000 lb. | 10,001-14,000 lb. | 14,001-16,000 lb. | 16,001-19,500 lb. | 19,501-26,000 lb. | 26,001-33,000 lb. | Over 33,000 lb. | Total |
|---|---|---|---|---|---|---|---|---|---|
| First Quarter | 139,575 | 38,996 | 9,157 | 39,434 | 16,509 | 11,533 | 10,298 | 9,085 | 274,587 |
| Second Quarter | 137,591 | 45,692 | 11,961 | 51,060 | 21,832 | 13,689 | 9,953 | 10,530 | 302,308 |
| Total—Six Months | 277,166 | 84,688 | 21,118 | 90,494 | 38,341 | 25,222 | 20,251 | 19,615 | 576,895 |
| Third Quarter | 120,711 | 34,867 | 8,017 | 35,532 | 17,468 | 15,921 | 9,619 | 7,196 | 249,331 |
| Total—Nine Months | 397,877 | 119,555 | 29,135 | 126,026 | 55,809 | 41,143 | 29,870 | 26,811 | 826,226 |
| October | 45,913 | 12,568 | 3,028 | 12,971 | 5,125 | 4,130 | 2,802 | 2,342 | 88,879 |
| November | 52,683 | 13,914 | 2,517 | 12,659 | 5,043 | 3,388 | 2,370 | 2,000 | 94,574 |
| December | 46,029 | 12,267 | 2,177 | 11,232 | 6,123 | 4,502 | 2,491 | 2,506 | 87,327 |
| 12 Months—1957 | 542,502 | 158,304 | 36,857 | 162,888 | 72,100 | 53,163 | 37,533 | 33,659 | 1,097,006 |
| 12 Months—1956 | 438,676 | 209,401 | 39,918 | 192,157 | 82,493 | 56,492 | 81,260 | ** | 1,100,417 |

* Prior to January 1, 1957, vehicles below 10,001 lbs., G.V.W. were grouped "5,000 & less" and "5,001-10,000 lb." ** Included with 26,001-33,000 lb. group.

# Free INFORMATION SERVICE

**Use either of these postcards for Free Literature listed below, or for more information on New Production Equipment and New Products described in this issue.**

**USE THIS POSTCARD**

FREE LITERATURE

### Automotive Finishes 1

A 24-page catalog of automotive finishes for passenger cars, trucks, trailers, buses and other motor vehicles has been prepared by the *Ditzler Color Div. of Pittsburgh Plate Glass Co.*

### Self-Locking Screws 2

Socket screws, made self-locking by means of a nylon pellet inserted in the threaded section, are described in a three color bulletin available from *The Cleveland Cap Screw Co.*

### Circuit Connectors 3

Specifications, outline dimensions and general information on Series 600-93 printed circuit connector are contained in a two page bulletin by *Electronic Sales Div., DeJur-Amsco Corp.*

### Boring Machine 4

A bulletin describing the Olofsson Model 30-012 standard single end precision boring machine designed for either single or combined operations is available from *Olofsson Corp.*

### Diamond Wheels 5

Catalog 957 contains a condensation of the American Standard Identification Code for Diamond Wheels and a complete showing of a line of wheels and hones. *United States Diamond Wheel Co.*

### Eccentric Gear Presses 6

Application and design information, on a line of eccentric-gear, straight-side presses is furnished in Bulletin No. 13301, eight pages. *Baldwin-Lima-Hamilton Corp.*

### Electrode Selection 7

How to select the most efficient electrode for any particular welding job is the subject of a 12 page weldirectory published by *The Lincoln Electric Co.*

### Industral Trucks 8

A bulletin outlining the features of the Yale Duplex Hydraulic Lifting Cylinder for high free lift with industrial trucks has been published by the *Yale & Towne Mfg. Co.*

### Hydraulic Pull Tools 9

Form 8-420, eight pages, covers a line of standard hydraulic pull tools for fastener installation. *Huck Mfg. Co.*

### Compressed Air Power 10

Form 589, a four page brochure entitled "You Benefit by Proper Compressed Air Processing," tells some of the advantages to be gained through simple, low cost compressed air processing. Better uses for compressed air power are listed and explained. *C. A. Norgren Co.*

*(Please turn page)*



**VOID After May 15, 1958** **3/15/58**

**Circle code numbers below for Free Literature, New Plant Equipment, or New Product Information**

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |

NAME ..... TITLE .....
(Please Print)

COMPANY OR BUSINESS .....

ADDRESS ..... (No. & STREET) (CITY) (ZONE) (STATE)

FIRST CLASS
Permit No. 36
New York, N. Y.

**BUSINESS REPLY CARD**
No Postage Stamp Necessary If Mailed in the United States

POSTAGE WILL BE PAID BY

**AUTOMOTIVE INDUSTRIES**
P. O. Box 66,
Village Station,
New York 14, N. Y.

Readers Service Dept.

## Flexible Foam 11

Bulletin 11058, six pages, discusses the fundamental data on the formulation, preparation and curing of Polyether flexible foams, together with a summary of the properties and performance of the resulting products. *National Aniline Div., Allied Chemical & Dye Corp.*

## Hot Rolled Steels 12

Bulletin 11-2 is a quick, convenient reference to finished steels most widely used in manufacturing. Covered in the bulletin are items such as bars, structurals, plates, sheets and strip. *Joseph T. Ryerson & Son, Inc.*

## Rust Preventive Chart 13

Chart No. 158, designed as an aid to industry, is a ready reference to qualified preservatives for both military and commercial use. A detailed description of properties and applications of some of the leading Nox-Rust rust preventives is included. *Daubert Chemical Co.*

## Disk Grinders 14

Bulletin CG-58, 24 pages, illustrates the flat disk grinders, abrasive disks and cylinder wheels made by the *Gardner Machine Co.*

## Lift Truck Guide 15

Information on lift truck construction, operation and maintenance, plus data on handling and stacking techniques, are contained in an operator's guide produced by *Towmotor Corp.*

**USE THIS POSTCARD**

## Speed Systems 16

Eight page Booklet F-1952 provides information useful in determining preliminary planning and to obtain maximum efficiency in controlled speed systems operation. Many typical installations for controlled automatic variable speed systems are presented. *U. S. Electrical Motors Inc.*

## Tapping Bulletin 17

Contained in the Besly X-Press Tap Bulletin is a detailed description of how a line of taps form internal threads without cutting in copper, brass, zinc, aluminum, die castings, lead, leaded steels and other ductile metals. *Besly-Welles Corp.*

## Control 18

A bulletin completely describing numerical control as applied to a line of jig borers and jig grinders has been issued by *The Fosdick Machine Tool Co.*

## Rolling Threads 19

Catalog NAF-57A, 20 pages, shows the advantages of rolling threads from the end of the workpiece with self-opening thread rolling heads. *The National Acme Co.*

## Rubberized Abrasives 20

Rubberized abrasives for deburring, smoothing and polishing applications are covered in an eight page catalog published by *Cratex Mfg. Co.*

## Self-Locking Fasteners 21

A 32 page brochure describes Lok-Thred studs, cap screws, bolts, set screws and bushings, also the principle of molding metal by the male member to provide greater torsion, tension and sheer strengths by standard production methods. *Lock Thread Corp.*

## Handling Attachments 22

Problems encountered in handling drums, kegs, rolls and other cylindrical loads are discussed in Form 1532. The Load-Grab clamp, the subject of the folder, provides an efficient tool for handling cylindrical shapes. *Hyster Co.*

## Gaging Booklet 23

Gaging practices, involving plain and thread plug and ring gages, are fully described in a 16 page Gage Primer. Work tolerances, gage tolerances and wear allowances are among the subjects covered. *Rite-O Tool & Gage Co.*


FIRST CLASS
Permit No. 36
New York, N. Y.

BUSINESS REPLY CARD
No Postage Stamp Necessary If Mailed in the United States

POSTAGE WILL BE PAID BY

**AUTOMOTIVE INDUSTRIES**
P. O. Box 66,
Village Station,
New York 14, N. Y.

Readers Service Dept.

**VOID After May 15, 1958** **3/15/58**

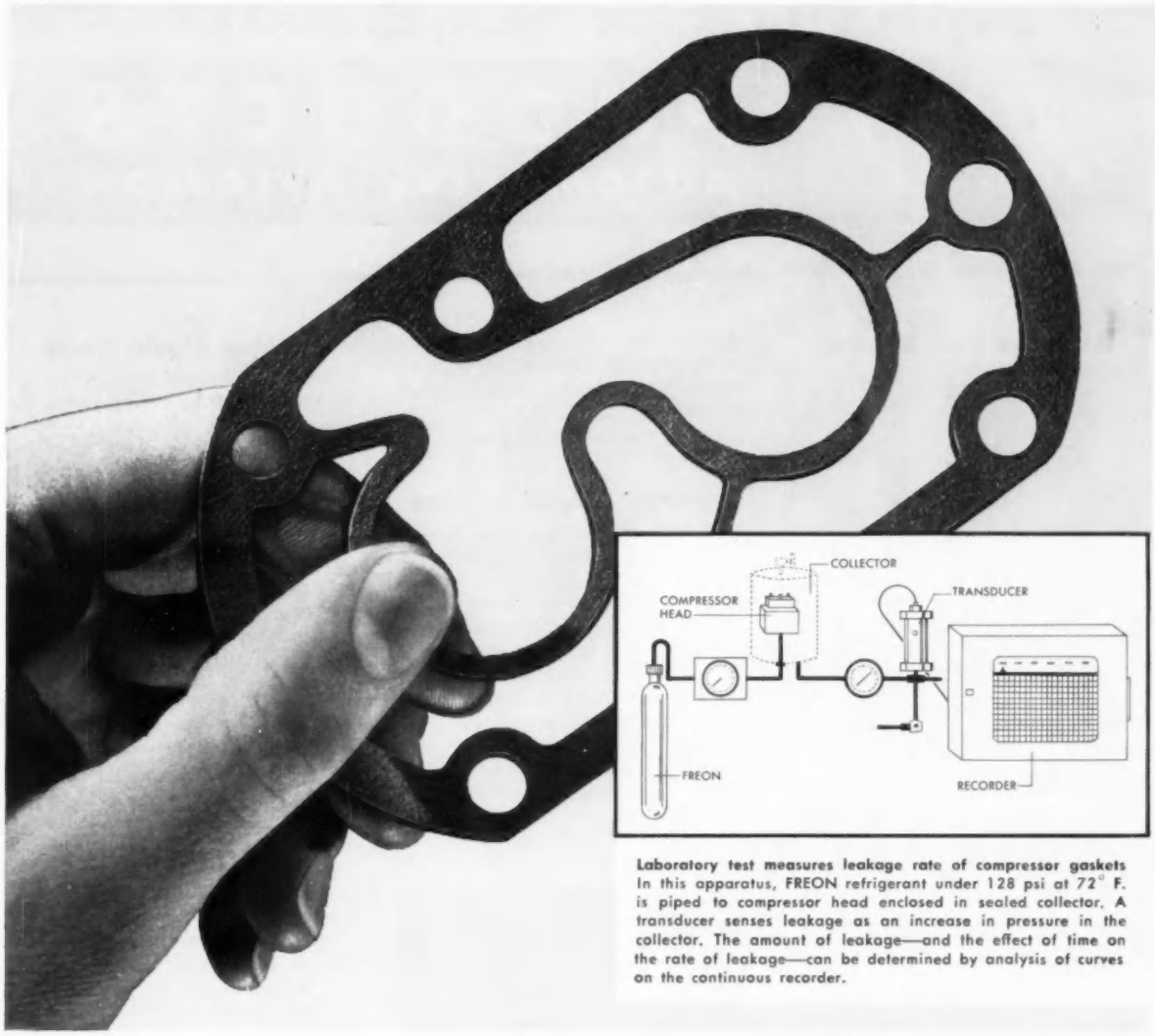
**Circle code numbers below for Free Literature, New Plant Equipment, or New Product Information**

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 |
| 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 |
| 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |

NAME ..... TITLE .....
(Please Print)

COMPANY OR BUSINESS .....

ADDRESS ..... (No. & STREET) ..... (CITY) ..... (ZONE) ..... (STATE)




**Laboratory test measures leakage rate of compressor gaskets** In this apparatus, FREON refrigerant under 128 psi at 72° F. is piped to compressor head enclosed in sealed collector. A transducer senses leakage as an increase in pressure in the collector. The amount of leakage—and the effect of time on the rate of leakage—can be determined by analysis of curves on the continuous recorder.

# Seal FREON* refrigerants at lower cost with new asbestos Accopac AN-890

Compressor manufacturers can now get more efficient sealing of FREON refrigerants with Accopac AN-890, a new asbestos gasket material developed by Armstrong research. And this new Armstrong product costs considerably less than conventional asbestos materials now used in such applications.

Accopac AN-890 is made by a beater-saturated process pioneered and patented by Armstrong. This method refines the asbestos fibers and eliminates all lumps and bunches. The result is a homogeneous sheet that is tough and flexible. It die-cuts cleanly to the complex shapes often required by compressor designs.

The binder in Accopac AN-890 is a nitrile-type rubber latex. It reacts to the FREON atmosphere by swelling, and in the confined flange, this swelling actually improves the sealing efficiency of the material.

Another important advantage of AN-890 is that it maintains adequate bolt torque when tested in the presence of FREON refrigerants at temperatures commonly developed in compressors.

Accopac AN-890 is available in rolls, sheets, ribbons, or die-cut pieces. For more information and descriptive literature about this and other Accopac beater-saturated gasket materials, write Armstrong Cork Company, Industrial Division, 7003 Imperial Ave., Lancaster, Pa.

*FREON AND COMBINATIONS OF FREON- AND F- WITH NUMERALS ARE REGISTERED TRADE-MARKS OF THE E. I. DU PONT DE NEMOURS & CO., INC., FOR ITS FLUORINATED HYDROCARBON REFRIGERANTS.

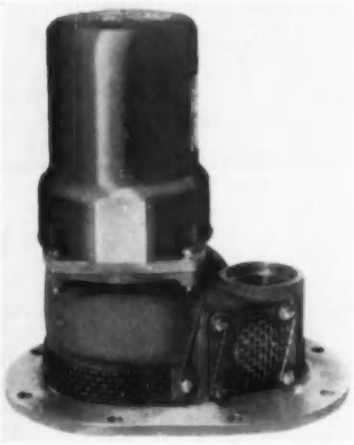
**Armstrong ACCOPAC**

*. . . used wherever performance counts*

# NEW PRODUCTS AUTOMOTIVE-AVIATION

*FOR ADDITIONAL INFORMATION, please use reply card on PAGE 313*

## Airborne Fuel Booster



*This unit is designed to pump either JP-4 or aviation fuel long distances. It will operate in ambient temperatures from —65 to 160 F, fuel temperatures from —65 to 135 F, from sea level to 60,000 ft. The explosion proof motor is 1.1 hp at 7300 rpm, 200 vac, 400 cycle, three phase, four wire and can operate in ambient temperatures of 160 F with case temperatures to 400 F. (Lear, Inc., Lear-Romec Div.)*

**Circle 75 on postcard for more data**

## Silicone Fluid

A methyl phenyl silicone fluid which will withstand more than 1000 hrs exposure to air at 250 C without decomposing or gelling can be used for a variety of applications over the temperature range of —40 to 500 F.

Designated 81705, its viscosity is between 100 and 150 centistokes at 25 C. It is suggested for use as a heat transfer medium in thermostatic controls and in high temperature, instrument calibration and oil sterilization baths. Also, due to its low power factor and a dielectric strength exceeding 30 KV, it is recommended for use as a dielectric for capacitors, condensers and small transformers.

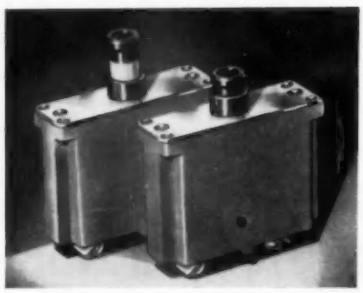
It will serve as a high temperature lubricant for instruments, clocks, timers, thermostats, oven doors, conveyor bearings and other applications requiring heat stability, high flash point, viscosity stability and high resistance to oxidation. *General Electric Co.*

**Circle 76 on postcard for more data**

## Aircraft Circuit Breaker

The Klixon D6752-5 is a thermal type circuit breaker especially designed to compensate for ambient temperature. Made for aircraft applications, it will carry rated current at 250 F and 115 per cent of rating at 77 and —60 F. It is a push-pull indicating type built to withstand environmental conditions of shock, vibration, corrosion and humidity as required by military specifications.

Other features include: maximum weight, 0.2 lb, life of approximately 10,000 cycles, rupture capacity of at least 2500 amps, 400 cycles, 115/200



v ac and 6000 amps, 28 v dc. They are designed to trip at not more than 138 per cent at 77 F and 160 per cent at —60 F. *Spencer Thermostat Div. of Metals & Controls Corp.*

**Circle 77 on postcard for more data**

## Steel Blind Rivets

Available in seven sizes, a line of high-strength, cadmium plated steel blind rivets, develop ultimate strengths as high as 730 lb. Sizes include ⅛, 5/32 and 3/16 in. diameters. They are easily set with the same power hand tools used for the aluminum and Monel rivets. *United Shoe Machinery Corp.*

**Circle 78 on postcard for more data**

## Unique Liquid Resin

Three basic resins designed for use in the tooling, electrical, paint, adhesive, reinforced plastic and chemical industries are offered by The Dow Chemical Co. D.E.R. 332 is a water clear resin, extremely uniform, and has low viscosity characteristics. D.E.R. 331 is a standard unmodified resin suitable for customary use in tooling, casting, adhesive, and electrical encapsulating. D.E.R. 334 is a modified low viscosity resin which is suited for laminating.

**Circle 79 on postcard for more data**

## Liquid Oxygen Converter

The ME-1 liquid oxygen converter weighs about nine lb and supplies enough breathing oxygen to sustain one man at altitudes above 35,000 ft for 24 hrs. The five liters of liquid oxygen convert to 4305 liters of gaseous breathing oxygen.

At an operating pressure of 70 lb per sq in., the converter is capable of delivering up to 150 liters of gaseous oxygen per minute. The container consists of two concentric shells with the annular space under powder vacuum. The vacuum is drawn to 10 micron Hg and a special powder insulation fills the space to offset radiation from the outer to the

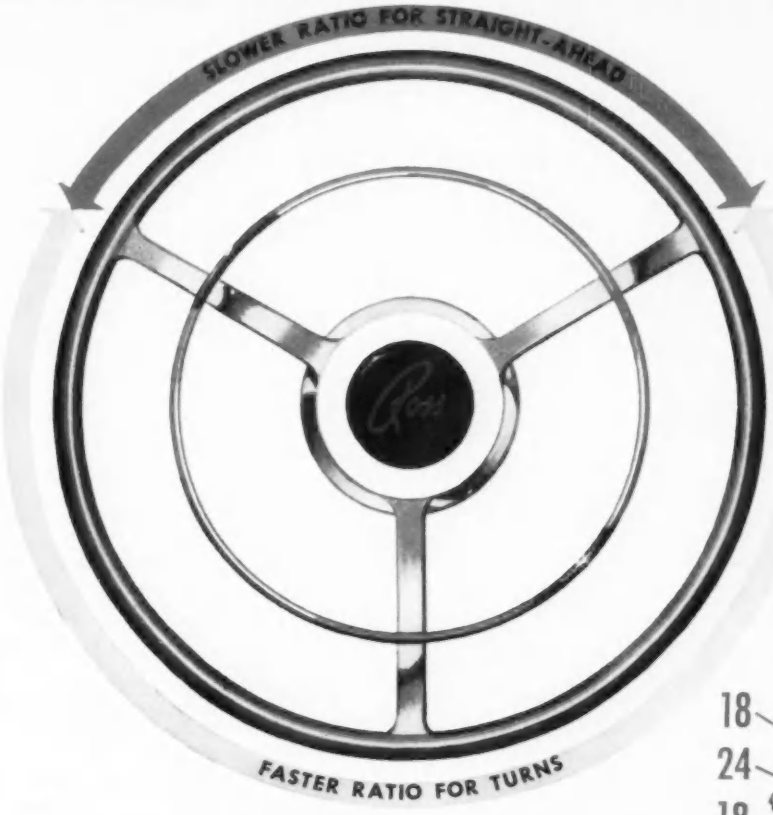


inner shell. The vacuum is checked by a mass spectrometer. *Linde Co., Div. of Union Carbide Corp.*

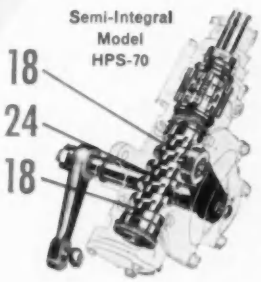
**Circle 80 on postcard for more data**

(*Turn to page* 318, *please*)

# VARIABLE-RATIO STEERING




## For example 18 : 24 : 18 . . .




▶ **You'd need two** steering gears of any other type, or make, to match the response, stability and maneuverability that Ross provides with one *variable-ratio* unit.

*The ratio variation, of course, can be whatever your steering job requires. For example 18:24:18 would give you an 18 to 1 ratio for faster steering and quicker recovery for turns, and a 24 to 1 ratio for slower steering and almost hands-off stability for high-speed, straight-ahead handling where most driving occurs.*

▶ **Again,** variable ratio is an exclusive feature of Ross Hydrapower power steering and Ross Cam & Lever manual steering. No other type, or make, of steering gear provides it.

▶ **Ross manufactures all three types** of power steering: integral, semi-integral and linkage. And invites discussion of any steering problem, power or manual, variable or fixed ratio.

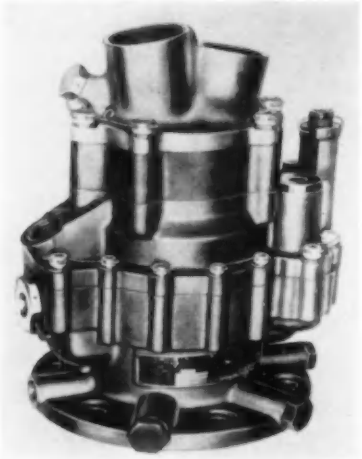
Ross

**HYDRAPOWER**

**ROSS GEAR & TOOL COMPANY, INC. • LAFAYETTE, INDIANA**
**Gemmer Division • Detroit**

## 3000 PSI Hydraulic Pump

The AP6V hydraulic pump, designed for airborne applications, can produce hydraulic pressures of 3000



psi, requiring about 30 hp and at a hydraulic flow rate of 16 gpm.

Weighing 14½ lb, the pumps were specifically designed to meet the high-performance requirements of the present and future military and commercial aircraft. The pumps will shift from zero delivery to supply any demand up to the maximum volume in approximately 20 to 30 milliseconds. The design of a two-stage pump enables it to operate at a low inlet pressure. *American Brake Shoe Co., Kellog Div.*

**Circle 81 on postcard for more data**

## Frictionless Gyroscope

A unique method for controlling ball bearings within gyroscopes, called Rotorace, is said to eliminate error producing irregularities in the gimbal rings on which gyros are suspended.

The high accuracies achieved by the unit are made possible through a constant rotation of the ball bearings in the gimbals on which the gyro is suspended. As one bearing is rotated clockwise, the bearing at the opposite side of the gyro is spun counter-clockwise. Reversing of the rotation takes place periodically. This controlled spinning of the gimbal bearings over several revolutions in each direction cancels friction, averages out errors caused by minute irregularities and enhances reliability, ruggedness and durability of the bearings. Rotation of the bearings is accomplished by means of a minute electric motor and gear train within a gyro's housing. *Sperry Gyroscope Co., Div. of Sperry Rand Corp.*

**Circle 82 on postcard for more data**

## Magnetic Drain Plug

A line of self-closing magnetic drain plugs which use a bayonet type closure was designed to eliminate the need for tools in maintenance inspection of gear cases and similar housings. A knob is provided which, when pushed in and given a ¼ turn removes or inserts a magnetic plug. Made to be used on aircraft, they are useful for cold weather operations and are suitable for industrial applications in general. When the plug is removed, a self-closing valve seals off the opening, preventing any loss of oil. Typical uses include engine oil sumps, accessory drives, helicopter transmissions and fluid tanks. *Technical Development Co.*

**Circle 83 on postcard for more data**

## Water Injection Valve

A water injection valve that has an operating capacity of 80 gpm at a pressure of 300 psi, is about the size



of a drinking cup and weighs about 2 lb. The valve's specifications call for a proof pressure of 862 psi and a burst pressure of 1100 psi.

It is a pressure actuated piston valve having one spring-loaded moving part. The body consists of an axially mounted cylinder which is supported within an outer shell by four integrally cast supporting struts. Cored passages are also provided to permit draining of water, thus avoiding freezing at altitudes. *Whittaker Controls Div., Telecomputing Corp.*

**Circle 84 on postcard for more data**

## Wire Fastener

This fastener has the ability to secure any single cord or multiple wire harness up to 0.306 by 0.515 in. in rectangular section. It has application in any field where wire retention is necessary. In strain relief it can be either latched on the wire alone or locked into a panel. For such applications the wire size must fall within the limits of 0.175 by 0.306 in. minimum and 0.306 by 0.515 maximum.

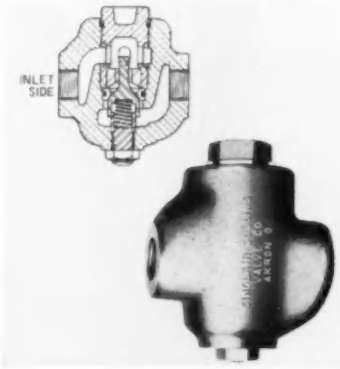
In cases where a wire or harness is to be fastened in several places, these spring steel Speed Clips can be pre-positioned and pre-latched on the wire before installation. Mounting merely requires pre-positioning the clip in its panel hole and compressing the latching leg. Where strong vertical strain on the wire may be expected, an added anchoring tab is available. *Tinnerman Products, Inc.*

**Circle 85 on postcard for more data**

## Liquid Checking Device

A full line of 4000 psi spring-loaded check valves is especially designed for oil or raw water service. Featuring inverted seat design, the valves are said to be self cleaning. Downward flow through the seat ring and past the check located below it keeps the sealing surfaces free of foreign particles that might cause leaks. Flow area through the valve is equal to or greater than the transverse area of nominal size extra heavy pipe.

Available in sizes ranging from ½ to 2 in. NPT, the valves are said to have excellent resistance to corrosion. Valve body and seat retainer are




Navy M bronze, seat, stem and guide are stainless steel and the spring is of Inconel. *Sinclair-Collins Valve Co.*

**Circle 86 on postcard for more data**

(*Turn to page* 364, *please*)

## Olin Aluminum

pig...ingot...billet...flat sheet...
coiled sheet...fin stock...plate...
extrusions...solid...hollow...
semi-hollow...pipe and tubing...
rod and bar...electrical conductor...

**is ready to Serve**





Now Olin Aluminum offers you the advantages of a large scale, integrated producer . . . a dependable source for your growing need for fine aluminum. Call your nearest Olin Aluminum office for sales and engineering service. Or write: Aluminum Division, Olin Mathieson Chemical Corporation, 400 Park Avenue, New York 22, N. Y.

| | | | |
|---|---|---|---|
| Atlanta | TRinity 2-5824 | Kansas City | PLaza 3-2055 |
| Baltimore | VAlley 3-1426 | Los Angeles | DUnkirk 5-3231 |
| Boston | VOlunteer 2-2148 | Memphis | JAckson 7-2571 |
| Chicago | ORchard 4-6886 | Miami | PLaza 7-0635 |
| Cincinnati | CApitol 1-6030 | Milwaukee | BRoadway 3-8266 |
| Cleveland | SUperior 1-4964 | Minneapolis | UNion 9-9289 |
| Dallas | FLeetwood 7-1591 | New Haven | SPruce 7-1491 |
| Dayton | BAldwin 4-9631 | New York | PLaza 1-4540 |
| Detroit | Liberty 9-5500 | Philadelphia | MOhawk 4-6100 |
| Houston | OVerland 2-3645 | Pittsburgh | GRant 1-3855 |
| Jackson, Mich. | STate 2-4900 | St. Louis | PArkview 6-0247 |
| Syracuse | Gibson 6-0427 | | |

® AND "OLIN ALUMINUM" ARE TRADEMARKS

OLIN MATHIESON CHEMICAL CORPORATION
OLIN ALUMINUM

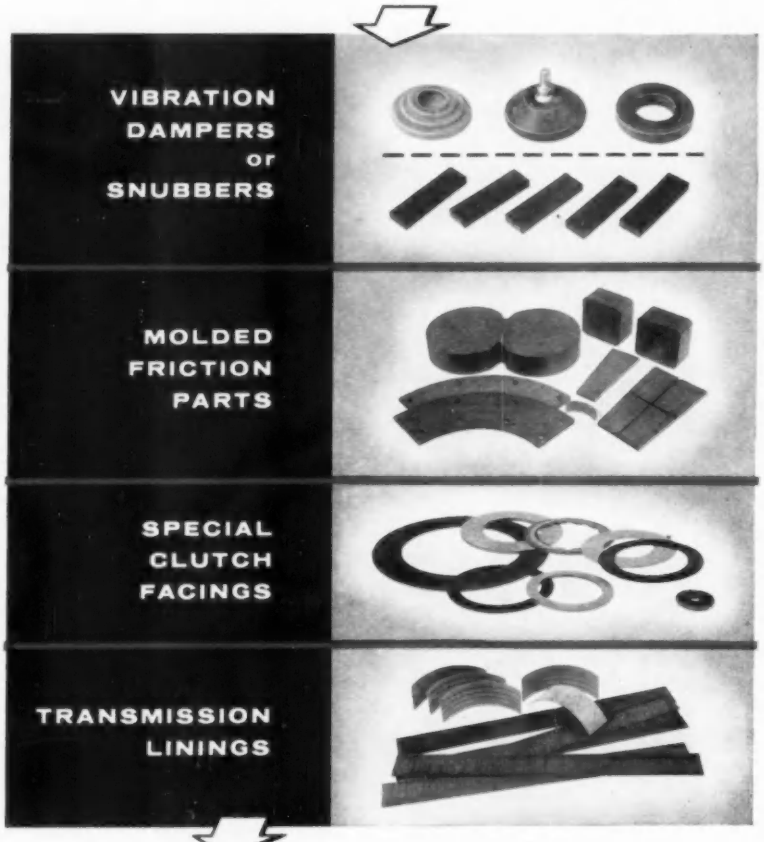


*Symbol of Quality and Service in the Aluminum Industry*

*let* **WORLD BESTOS**

# help you

*in the design and production of*




● World Bestos offers you more than 30 years' engineering and manufacturing experience in the producion of molded friction parts. Chances are our immense resources and facilities can supply you with molded parts and friction components—to meet your requirements—at a savings in both time and money.

● Send your blueprints (or samples) for prices and delivery information to WORLD BESTOS, Industrial Products Section, New Castle, Ind., Phone: 2360. Write for free illustrated folder.

**WORLD BESTOS** NEW CASTLE, INDIANA

DIVISION OF THE Firestone TIRE & RUBBER COMPANY

Industrial and Automotive Brake Blocks and Linings • Transmission Linings • Special Clutch Facings • Vibration Controls • Sheet Packing





**Congress report their mail from manufacturing areas is running heavily in favor of higher—not lower—tariffs. Imports of steel products, automobiles, and many small manufactured metal goods were at record totals last year. And preliminary 1958 figures show that imports are again arriving in record volume. The current clamor is for some kind of action to slow up these imports.**

Under the present reciprocal trade law, the U. S. Tariff Commission can only recommend higher tariffs to the White House. The President is under no obligation to accept these recommendations. There's increasing talk now of changing this part of the law so as to force the President to accept and put into effect the recommendations of the Tariff Commission.

**One thing is certain: Congress is in no mood to approve a five-year extension of the present law. A one- or two-year extension is all that can reasonably be expected this year. And the requested authority for additional 25 pct reductions likewise is falling on unsympathetic ears. The most that can be hoped for is an extension of the status quo, as far as the Administration is concerned.**

Special electromagnetic equipment is to triple rocket ship speeds. Exhaust gas stream is seeded to create a magnetic field. An electronic field is applied across the seeded gas, producing a flow of current. This action generates new force, used to speed the gas flow. Method might be the means of sending a rocket ship beyond the gravitational pull of Earth.

# Save 27% or more in cost...

**NEW**

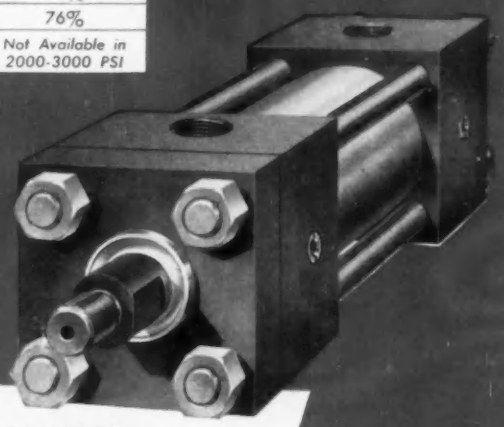
Miller

## "JOB RATED"

**HYDRAULIC CYLINDER LINE**

| JOB RATED, MODEL " J " | | | |
|---|---|---|---|
| BORE | SEVERE OPERATING CONDITIONS | MODERATE OPERATING CONDITIONS | YOU SAVE THIS % IN PRICE OVER STANDARD 2000-3000 PSI CYLINDERS |
| 1½" | 1500 PSI | 2500 PSI | 27% |
| 2 | 1500 | 2500 | 27% |
| 2½ | 1000 | 1500 | 28% |
| 3¼ | 1500 | 2500 | 32% |
| 4 | 1000 | 1500 | 35% |
| 5 | 800 | 1200 | 37% |
| 6 | 800 | 1200 | 43% |
| 8 | 500 | 800 | 50% |
| 10 | 500 | 800 | 71% |
| 12 | 500 | 800 | 76% |
| 14 | 500 | 800 | *Not Available in 2000-3000 PSI* |

***with IDENTICAL seals, design, and safety factors as the famous Miller "Power-Packed" Model "H" Line for 3000-5000 psi service.***



## SEAL FAILURE MEANS CYLINDER FAILURE!

1. *No seal made of synthetic rubber is compatible with even 50% of available, commercial, petroleum base hydraulic fluids.*

**MILLER Uses All Teflon* Seals to Eliminate External Oil Leakage because** Teflon is impervious to all known hydraulic fluids, even fire-resistant types.

**TEFLON SHEF SEAL At Tubing Ends**

No blind assembly. Is
**Shear-proof**
**Heat-proof**
**Extrusion-proof**
**Fluid-proof**

**TEFLON Seals On Piston Rod And Bushing**

Teflon rod flange seal requires no adjustment. Teflon bushing seal is shearproof. Teflon wiper keeps dirt out.

**TEFLON Seals On Ball Check And Adjusting Screw**

Non-protruding, self-locking, cushion adjusting screw interchangeable with ball check for easy access.

**MILLER Uses Resin-Impregnated Leather Piston Cup Seals because** they are compatible with petroleum base fluids and some fire-resistant types. Teflon cups available at small extra cost.

2. *Nicked or scored piston rods cause seal failure*

**MILLER Uses Case-Hardened Chrome-Plated Piston Rods** because they prevent nicks, scoring and rust.

**NOW!** . . . You can save MORE with quality Miller "Job-Rated" Cylinders than with cut-price, lesser quality hydraulic cylinders. And the "Job-Rated" Cylinders are also available under the same immediate shipment program as the Power-Packed Line (2 hours if necessary—3 days normal).

*du Pont trademark for tetrafluoroethylene resin which withstands temperatures from −100° F. to +500° F. and all hydraulic fluids

S SHEAR PROOF
H HEAT PROOF
E EXTRUSION PROOF
F FLUID PROOF
SEAL
Teflon Pressure Energized
Hydraulic Cylinder Tubing End Seal
PAT. APPLIED FOR

**OTHER MILLER QUALITY FEATURES**

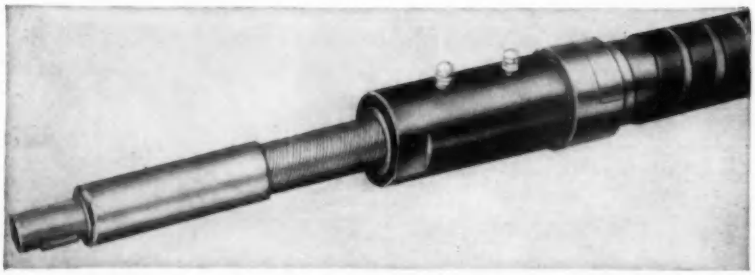
- Rust-Resistant Surfaces
- Interchangeable, Space-Saving Square, 4-Tie-Rod Design
- Precision Honed Barrels

**MILLER FLUID POWER**
DIVISION OF FLICK-REEDY CORPORATION

**2028 N. Hawthorne Ave., Melrose Park, Illinois**

AIR AND HYDRAULIC CYLINDERS • ACCUMULATORS
COUNTERBALANCE CYLINDERS • BOOSTERS

# HOW TO SELECT FLEXIBLE SHAFTING FOR POWER DRIVE APPLICATIONS



1¼-inch STOW Power Drive flexible shaft with core assembly pulled out of casing.

For Power Drive applications, the following factors must be considered:

1. **Torque (Lb. in.)** to be transmitted. (The starting torque should be used in making selections.)

2. **Operating Speeds (RPM)** — If the maximum speed is higher than the rated speed, torque ratings in the table below do not apply. To find the torque capacity for flexible shafts operating at speeds higher than the rated speeds, multiply the maximum dynamic torque capacity by the rated speed, and then divide by the operating speed. (See example.)

3. **Operating Radius** — In making the selection from the table below, the radius of the smallest bend in the flexible shaft should be used.

**Ratings** — The ratings for flexible shafts shown in the table below apply under the following conditions:

1. when the flexible shaft is adequately supported by clamps along its length. For unsupported shafts, multiply the calculated torque by a safety factor of 1.6—see example below.)

2. when the flexible shaft is operated in the wind-up direction, which tends to tighten the outer layer of wires. (Flexible shafts operated in the unwind direction will transmit only about 60% of the rated torque.)

3. when the flexible shaft is in continuous operation. Note: **the ratings are based on temperature rise. When the operation is intermittent, the ratings in the table may be exceeded. Consult Stow engineers for specific recommendations.**

| RATED SPEED R.P.M. | MAXIMUM DYNAMIC TORQUE CAPACITY (LB. IN.) STRAIGHT AND CURVED SHAFTS RADIUS OF CURVATURE IN INCHES | | | | | | | | | Wgt./ C. Ft. | Core Dia. | Core No. and Type | Shaft Size |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 50 to Strgt. | 25 | 20 | 15 | 12 | 10 | 8 | 6 | 5 | | | | |
| 4,500 | 2.4 | 2.2 | 2.0 | 2.0 | 1.92 | 1.9 | 1.7 | 1.5 | 1.25 | 3.0 | .124/.128 | 2049 MH | 13 |
| 3,800 | 7.0 | 6.4 | 6.0 | 5.8 | 5.4 | 5.0 | 4.6 | 3.6 | 2.0 | 4.5 | .148/.152 | 2081 MH | 15 |
| 2,900 | 9.4 | 8.6 | 8.0 | 7.6 | 7.0 | 6.6 | 6.0 | 4.8 | 3.4 | 7.0 | .185/.189 | 5108 MH | 19 |
| 2,500 | 22.0 | 20.0 | 18.8 | 17.6 | 16.0 | 15.0 | 12.6 | 10.8 | 9.0 | 12.5 | .247/.252 | 8924 MH | 25 |
| 1,800 | 30.0 | 28.0 | 26.4 | 25.0 | 23.0 | 21.0 | 18.0 | 14.0 | | 20.0 | .308/.313 | 8925 MH | 31 |
| 1,800 | 33.8 | 31.5 | 29.7 | 28.1 | 25.9 | 23.6 | 20.2 | 15.8 | | 20.0 | .308/.313 | 8969 T | 31 |
| 1,800 | 36.0 | 33.0 | 31.6 | 30.0 | 28.0 | 26.0 | 22.0 | 18.0 | 11.0 | 21.0 | .324/.329 | 2034 A | 31 |
| 1,500 | 80.0 | 66.0 | 63.0 | 58.0 | 51.0 | 46.0 | 37.0 | 22.0 | | 28.5 | .368/.374 | 2035 A | 38 |
| 1,500 | 60.0 | 54.0 | 50.0 | 46.0 | 42.0 | 38.0 | 30.0 | 24.0 | | 29.0 | .387/.393 | 8970 MH | 40 |
| 1,500 | 90.0 | 81.0 | 75.0 | 69.0 | 63.0 | 57.0 | 45.0 | 36.0 | | 29.0 | .387/.393 | 8971 T | 40 |
| 1,150 | 136.0 | 110.0 | 104.0 | 94.0 | 80.0 | 72.0 | 56.0 | | | 50.5 | .497/.503 | 8999 A | 50 |
| 1,150 | 148 | 124 | 110 | 92 | 72 | 56 | | | | 53.5 | .505/.511 | 6940 T | 50 |
| 900 | 248 | 200 | 176 | 124 | 84 | | | | | 78.5 | .610/.618 | 6997 T | 63 |
| 900 | 220 | 204 | 192 | 180 | 152 | 130 | | | | 80.5 | .630/.638 | 7731 A | 63 |
| 750 | 340 | 224 | 156 | 76 | | | | | | 117 | .747/.753 | 2056 T | 75 |
| 600 | 760 | 520 | 420 | | | | | | | 205 | .998/1.004 | 2057 T | 100 |
| 440 | 1,500 | 720 | | | | | | | | 343 | 1.298/1.304 | 2058 T | 125 |

**EXAMPLE—How to use the table:**
**The problem is to transmit ½ H P at 1700 RPM through an unsupported flexible shaft in a 25" radius, estimated starting torque 150% of normal operating torque.**

1. **Calc. Torque (lb. in.) —**
$$\frac{\text{HP} \times 63000}{\text{RPM}} = \frac{.5 \times 63000}{1700} = 18.5$$

2. **Correction factor for starting torque** 1.5 x 18.5 = 27.75

3. **Correction factor for unsupported shaft** 27.75 x 1.6 = 44.4 lb. in.

4. **Refer to Table No. 1. Read downward in column under 25" radius until you find a core having a rating of at least 44.4 lb. in. In this case we find that core No. 8970 is rated 54 lb. in. at 1500 RPM. Since the given speed is 1700 RPM, multiply 54 by 1500 and divide by 1700. 54 x 1500 ÷ 1700 = 47.6 lb. in. (rated torque at 1700 RPM). Therefore, Core No. 8970 is correct.**

***For Engineering Bulletin No. 570 and a free torque calculator, write***

**STOW MANUFACTURING COMPANY**

**393 Shear Street Binghamton, New York**


# SHORTIES

Supersonic rocket-powered sleds used to test aircraft components on the ground can be accelerated and stopped along a 10,000-ft track in just 10 seconds.

●

A single section of a jet transport fuselage requires 10,000 production tools.

●

The gas generator used to bring a missile fuel turbopump to high speeds produces 1800-hp and could be tucked into a desk drawer.

●

The aircraft industry has invested $100 million in industrial facilities for the ballistic missile program alone, including seven new plants. The Air Force investment is about $200 million, principally for machine tools, laboratories, and test equipment.

●

In the next ten years, probably $600 billion will be spent for public and private construction, 80 per cent of it in cities.

●

Statistics show that one gallon of 1930 gasoline would move about 29 tons of 1930 automobile one mile at 40 mph. Using the same yardstick one gallon of today's fuel will move 46 tons—with power transmissions and other extras thrown in to boot.

●

Every second of the day more than 1772 gallons of gasoline were burned last year by the nation's automobiles, buses, trucks, planes, boats, and other gasoline-powered units.

●

The traffic death rate in the United States has declined almost 60 per cent in the last 20 years, dropping from 14.5 deaths per 100 million motor vehicles to 6.4 in 1956 and possibly down to 6 in 1957, when final statistics are in.




To increase the output and efficiency of large presses the Ford Motor Company has installed a McKay Mechanical Press Feed Line that for the first time successfully cleans, levels, and feeds heavier materials for today's production requirements. Designed to process strip up to 60″ in width and 1/8″ in thickness, it works equally well on progressive die or blanking presses without overloading. And, because it is floor-mounted with independent drive it can easily be adapted to future production needs.

If you want to increase the efficiency of your press equipment, why not talk with McKay—pioneer and leading producer of press feed and cut up lines.



**FREE BOOKLET**

Complete illustrated data on McKay Press Feed and Cut Up Equipment will be mailed without charge at your request. Write for it today.

**THE McKAY MACHINE COMPANY, Youngstown, Ohio**

342

# The Vital Importance of Cutting Fluids and Coolants

## By Joseph Geschelin

ALTHOUGH cutting fluids and coolants for metal cutting operations are being consumed by the automotive industries in terms of many millions of gallons, and although they represent a major item of expense, it seems that top management still does not appreciate the vital importance of these expendable materials in the cost of operation. Suffice it to say that those directly concerned with metal cutting realize that cutting fluids have a definite effect upon productivity, tool life, surface finish and overall cost.

These factors have been discussed in detail so many times in the literature as to require no further emphasis at this time.

What needs to be said, however, is that cutting fluids are highly technical chemical products marketed by many refiners and specialists. Indeed, there are so many formulations that, in the interest of time-saving and economy, each plant—certainly each large plant—must assign the testing and selection and specification of cutting fluids to some competent individual with full responsibility on a full-time basis.

Who this individual should be depends largely upon the size of the organization and the kinds of services it possesses. For example, in some plants this might be assigned to the individual now following cutting tools. Much better is to make this an assignment for the plant chemist, if there is one, or to the metallurgical department. In the final analysis, whoever does the job must have some knowledge of chemistry.

About a year ago (see AI, March 1, 1957) we were fortunate in getting the cooperation of Ford Motor Co. in presenting its program for the selection of cutting fluids in all their plants in the interest of improvement in utilization, as well as a reduction in the number of formulations. At Ford this project is under the control of the Process Development Department, a branch of the Manufacturing Engineering Office. It is a full-time operation, not a part-time assignment.

We touched earlier on simplification. If one examines the records of some well-run plants, it will be found that a large one may be buying from a large number of suppliers and stocking a very large number of different formulations. It is only where centralized coolant




*Rapidly becoming the*

# Standard of the Automotive Industry



**INCREASES ENGINE LIFE UP TO 400%**

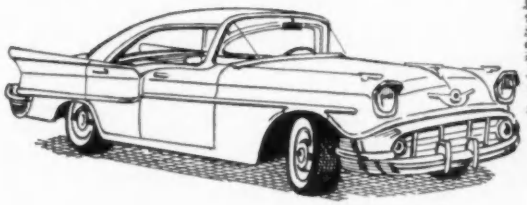
**STERLING'S great "Conformatic" piston with "Intra-Cast" steel ring groove liners give sensationally longer life to rings and grooves—**

**Recommended clearances for "Conformatic" pistons are from 0 to ½ thousandth inch. This clearance is maintained hot and cold providing unbelievable bore stability.**

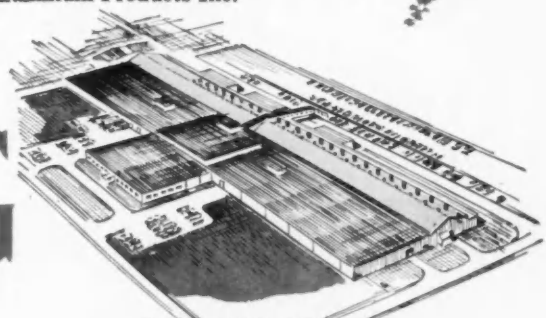



**STERLING'S CONFORMATIC PISTON WITH INTRA-CAST STEEL LINED GROOVES**

prevents frictional horsepower loss, reduces oil consumption to an absolute minimum, and prolongs engine life up to 400%. *Intra-Cast* and *Conformatic* are registered trade names of STERLING Aluminum Products Inc.



**Sterling's revolutionary *Conformatic* piston already has been accepted and is now being used in a number of America's finest and most popular passenger cars.**



**NEW MANUFACTURING FACILITIES FOR STERLING ALUMINUM**

120 acres! Completely new automated plant at the confluence of the Missouri and Mississippi Rivers

# STERLING

**ALUMINUM PRODUCTS INC.**

**ST. CHARLES, MISSOURI**

SA-1

**WORLD'S LARGEST MANUFACTURER OF ALUMINUM ALLOY PISTONS**

# Platers find many uses for chelating* cleaner




*Chelating (pronounced key-lating) cleaners convert metallic salts and oxides into compounds soluble in water.

By chelating and removing rust or heat scale at the same time that it removes oil, Oakite Rustripper combines pickling and alkaline cleaning into one operation. It also avoids disadvantages of acid pickling, such as hydrogen embrittlement and etching of machined surfaces.

Platers now use Rustripper for dozens of difficult steel-cleaning jobs. Here are some examples reported in recent weeks:

**CALIFORNIA:** "Rustripper has ended pickling damage such as embrittlement." (Removing oil and light rust from machined landing gears before cadmium plating.)

**NEW YORK:** "Now saving about $10.40 per day on removing rust and scale and producing brighter plate." (Rustripper, added to reverse current cleaner in automatic plating machine, has eliminated separate pickling of wire towel racks before nickel and chrome plating.)

**INDIANA:** "Rustripper is the best barrel compound we ever used for this job." (Removing tough heat treat scale from steel screws.) "Total cleaning and zinc plating time has been cut in half."

**NEW JERSEY:** "Only two cleaning rejects in first 15,000 parts plated." (After Rustripper was added to reverse current cleaner in automatic plater to eliminate smut from tubular steel furniture.)

**NEW YORK:** "Had trouble with light rust on business machine parts before cadmium plating; also with smut left after electrocleaning. Rustripper cured both troubles."

**FREE** A 14-page illustrated booklet called *"Here's the best shortcut in the field of electroplating"* tells about many ways in which Oakite Rustripper can be of great value in the plating shop. Write to Oakite Products, Inc., 28A Rector St., New York 6, N. Y.

SPECIALIZED INDUSTRIAL CLEANING
OAKITE
MATERIALS · METHODS · SERVICE
SCIENCE

Technical Service Representatives in Principal Cities of U.S. and Canada
Export Division Cable Address: Oakite


systems are employed that the number of formulations is automatically restricted.

Price is too often a major consideration in the adoption of cutting fluids. Naturally price is important. But when you consider the degree of dilution with water in making up emulsions, price becomes a relative thing. Most of the volume that goes through the system is water. On the other hand, special cutting oils with sulfur or chlorine, or both, required for certain heavy metal removal operations will fully justify higher costs in view of what they can accomplish.

One of the major advances in recent years is found in the increasing adoption of centralized cutting fluid systems in conjunction with proper means for filtering. This has to be done on a departmental basis since each group of machines may require a different cutting fluid; and in the case of emulsions may require differences in emulsion concentration. For example, a battery of grinders may operate with a mixture strength of say only 100 to 1; whereas a heavy metal cutting operation may require 25 to 1 or even 10 to 1.

In addition to the centralized cutting fluid system, some operational groups such as finish grinders and honing machines may require refrigeration. This is indicated wherever fine tolerances are to be maintained through control of temperature of the work piece.

In discussing cutting fluids with representatives of one of the major organizations in our industry recently, we found that the central office staff has prepared a proposed standard covering the design of cutting fluid systems in machine tools.

These recommendations are based upon experience with an enormous variety of machine tools and are intended to eliminate some of the troublesome problems arising from the malfunctioning of minor details.

The purpose of the proposed

# THE IMPORTANCE OF HINDSIGHT

***Every good driver should realize the need for looking back . . . having a full view of the road behind. He is, therefore, a ready prospect for Guide rear-view mirrors. For safety's sake, no car should leave your showroom or service department without these two Guide Mirrors!***





These two specially designed Guide Mirrors can add a great deal to the motoring comfort and safety of your customers. With just a flick of the finger, the View Finder adjusts to filter out headlight glare . . . the Inside-Controlled Side View Mirror provides the *ultimate* in convenience. When suggested regularly, Guide Mirrors can add a sizeable sum to your accessory profits.

**Guide Lamp** . . . BRIGHTEST NAME IN LIGHTS

1908–1958 GM FORWARD FROM FIFTY

GUIDE LAMP DIVISION • GENERAL MOTORS CORPORATION • ANDERSON, INDIANA

**PRODUCTION MORE THAN TRIPLED . . .**
**PAINT MILEAGE INCREASED 75% WITH**



*Ransburg*
**NO. 2**
**PROCESS**

One Ransburg reciprocating disk uniformly coats 7 complete sets of gasoline pump housings and parts per gallon of paint. Former hand spray produced only 4 sets per gallon.

● Bowser, Inc. Fort Wayne Division is continuously on the lookout for improved manufacturing methods in the production of their quality line of gasoline pumps.

That's why they modernized their finishing department . . . installed a conveyor . . . new oven . . . and replaced hand spray with one RANSBURG No. 2 PROCESS reciprocating disk unit.

**RESULTS?** Paint mileage increased 75% with less labor. With hand spray, they painted enough pump housings and parts for 4 pumps per gallon of paint. Now, with *Electrostatic*, they're painting 7 complete pump sets per gallon.

Where Bowser formerly needed two shifts in finishing, one shift now handles even greater production. With hand spray and limited oven facilities, they used to turn out 15 sets per hour. Now, they can paint 55 sets an hour, either prime or finish. Color changes are made quickly and easily with Ransburg equipment, and because of its efficiency in operation, maintenance cost in the paint area is cut 50%.

**NO REASON WHY YOU CAN'T DO IT, TOO!**

Whatever your product, if it's painted, we'd like to tell you more about the worthwhile savings and advantages which can be yours with RANSBURG ELECTROSTATIC PAINTING PROCESSES. Write for our No. 2 Process brochure which cites numerous examples of electrostatic spray painting on a wide variety of products.

*Ransburg* **ELECTRO-COATING CORP.**
**Indianapolis 7, Indiana**

RANSBURG

standards is "to provide specifications for the application of cutting fluids to machine tools in order to insure":

**Maximum quality of product**
**Optimum tool performance**
**Maximum adaptability of equipment**
**Ease of servicing**
**Minimum down time**
**Improved housekeeping**
**Standardization of parts and materials**
**Safety to personnel**

The proposed standard is being circulated among the many plants of this corporation for further suggestions and criticism. When the standard has been finalized, it should supplement the current JIC standards employed in machine tool design and construction. This may mark an important step forward, of interest to everyone concerned.

## BOOKS . . .

AIRCRAFT HYDRAULICS, *edited by H. G. Conway, published by MacMillan Co., 60 Fifth Ave., New York 11, N. Y. Price, Vol. 1, $7.00; Vol. 2, $9.00.* This book attempts to cover the broad principles of aircraft hydraulics for engineers and students, as well as provide information on the design and use of components. The authors of the various chapters are all experts in their own fields. Volume 1 contains chapters on fluids, hydraulic theory of airplane systems, general systems problems and corresponding circuits, and finally, system installation and development testing problems. Volume 2, on component design, has chapter dealing with seal or gland design, pumps and motors, valves, pipe work and piping problems, and hydraulic servo-controls.

WELDING HANDBOOK, *edited by Arthur L. Phillips, published by American Welding Society, 33 West 39 St., New York 18, N. Y. Price, $9.00.* This is the first of five sections of the fourth edition of this authoritative work on welding. The other four sections will be published one each year, for the next four years. This section dealing with welding fundamentals covers standard welding terms, basic welding metallurgy, design, inspection, statistical control, etc. It is well illustrated and includes a comprehensive bibliography at the end of each chapter and an index.

**AUTOMOTIVE INDUSTRIES . . .**
***is your News Magazine of Automotive and Aviation***
**MANUFACTURING**




## Studebaker-Packard recommends Sealed Power

# KromeX Piston Ring Sets

### with new, exclusive stainless steel oil ring

Studebaker-Packard dealers everywhere can now provide famous Sealed Power KromeX Piston Rings for replacement service. These outstanding KromeX Ring Sets are especially designed, tested and approved to match the thrilling performance and reliability engineered into the great Studebaker-Packard power plants.

TESTED AND S-P SUPERIOR PERFORMANCE Guaranteed APPROVED




S-P SUPERIOR PERFORMANCE Guaranteed

PRECISION BUILT PRODUCTS

**Parts and Accessories Division**

STUDEBAKER-PACKARD CORPORATION

# German Cars Shrink—Market Expands

## By J. H. W. Kerston

WITH the wide acceptance of the new car models it is apparent that Germany's automobile industry is going to meet the challenge of the Federal Republic's changing standard of motorization, and, at the same time offer to the world's motorists a new standard of efficiency and appearance in small car transportation.

Small cars, those with 1000 cc displacement or less (the VW has 1192 cc), are beginning to take a dominant position in purchasing trends. In 1950 2.4 per cent of the 216,000 cars produced had less than 1000 cc displacement; in 1956, 21.8 per cent out of 834,000 cars built. Cars with 1000 to 1500 cc had a 73.3 per cent share in 1950 production, 64 per cent in 1956; the 1500 to 2000 class had a 15.7 per cent share in 1950 as against 6.4 per cent in 1956.

The trend towards smaller cars received additional impetus with the introduction of several models, featuring the advantages of low initial price, upkeep and tax costs (in Germany taxes are computed according to displacement) and at the same time to incorporating the appearance and comfort of larger cars. The technical accomplishment for such an achievement may be traced to a 25-year development period, during which the efficiency of German cars has been improved by 52 per cent from 46 hp per ton to 69 hp per ton), due mainly to a reduction of car weight. The table traces the development in terms of averages:

**Germany**

| Year | cc | HP | Lb |
|---|---|---|---|
| 1930 | 3140 | 67.2 | 3247 |
| 1938 | 2608 | 65.8 | 2926 |
| 1950 | 1145 | 32.2 | 1954 |
| 1956 | 1601 | 66.6 | 2114 |

It is also claimed that German cars average 18,000 miles per annum, using 60 to 80 per cent of available engine power, without impairing durability.

Another incentive to the small car trend is the traffic conditions in Germany. Its network of roads is equal in length to 15 ft per inhabitant, compared to 90 ft available for every U. S. citizen. Germany has 154 vehicles per 6.2 miles of roadway, while the U. S. has 128. This is divided as follows:

| | | | | |
|---|---|---|---|---|
| Cars: | 66 | German | 106 | U.S. |
| Trucks & Buses: | 22 | " | 22 | " |
| Motorcycles: | 66 | " | 0 | " |

The switch to the small car is progressing at the expense of the motorcycle, which, until 1957, still outnumbered cars in Germany.

(*Turn to page* 334, *please*)





**WINNING HORSEPOWER**
**for your motor-driven product**

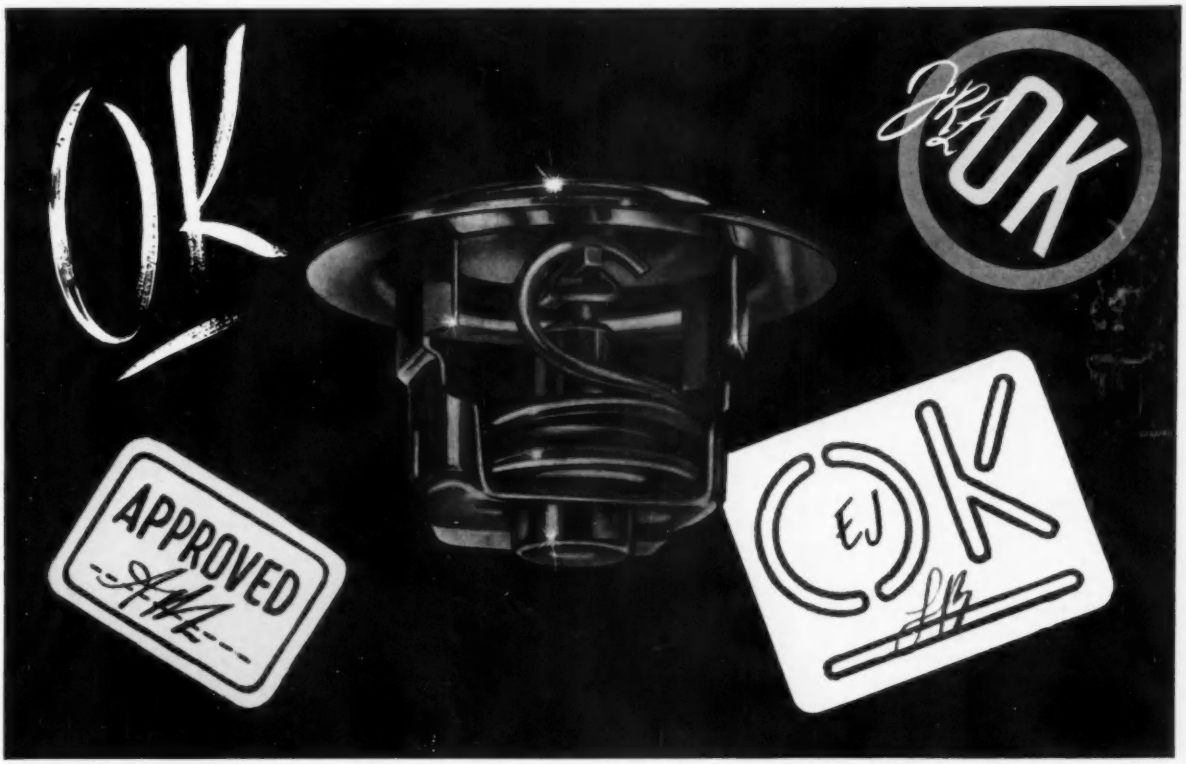
With a Lamb Electric *specially engineered* motor you obtain the motor qualities which are important in winning acceptance for your product.

Exceptional performance and dependability are standard with Lamb Electric Motors, at no increase in cost, because they are "custom tailored" by personnel having many years of experience in this field.

May we demonstrate these advantages for *your* new and redesigned products?

**THE LAMB ELECTRIC COMPANY • KENT, OHIO**
A Division of American Machine and Metals, Inc.
In Canada: Lamb Electric—Division of Sangamo Company Ltd.—Leaside, Ontario

*Lamb Electric*
SPECIAL APPLICATION FRACTIONAL HORSEPOWER **MOTORS**




*Men who know best put their O.K. on*

# DOLE THERMOSTATS

Year after year more and more automotive manufacturers choose Dole. Today, Dole Thermostats are standard equipment on 38 makes of passenger cars, trucks, tractors, commercial vehicles, industrial and marine engines. This includes 19 out of 20 top passenger cars*.

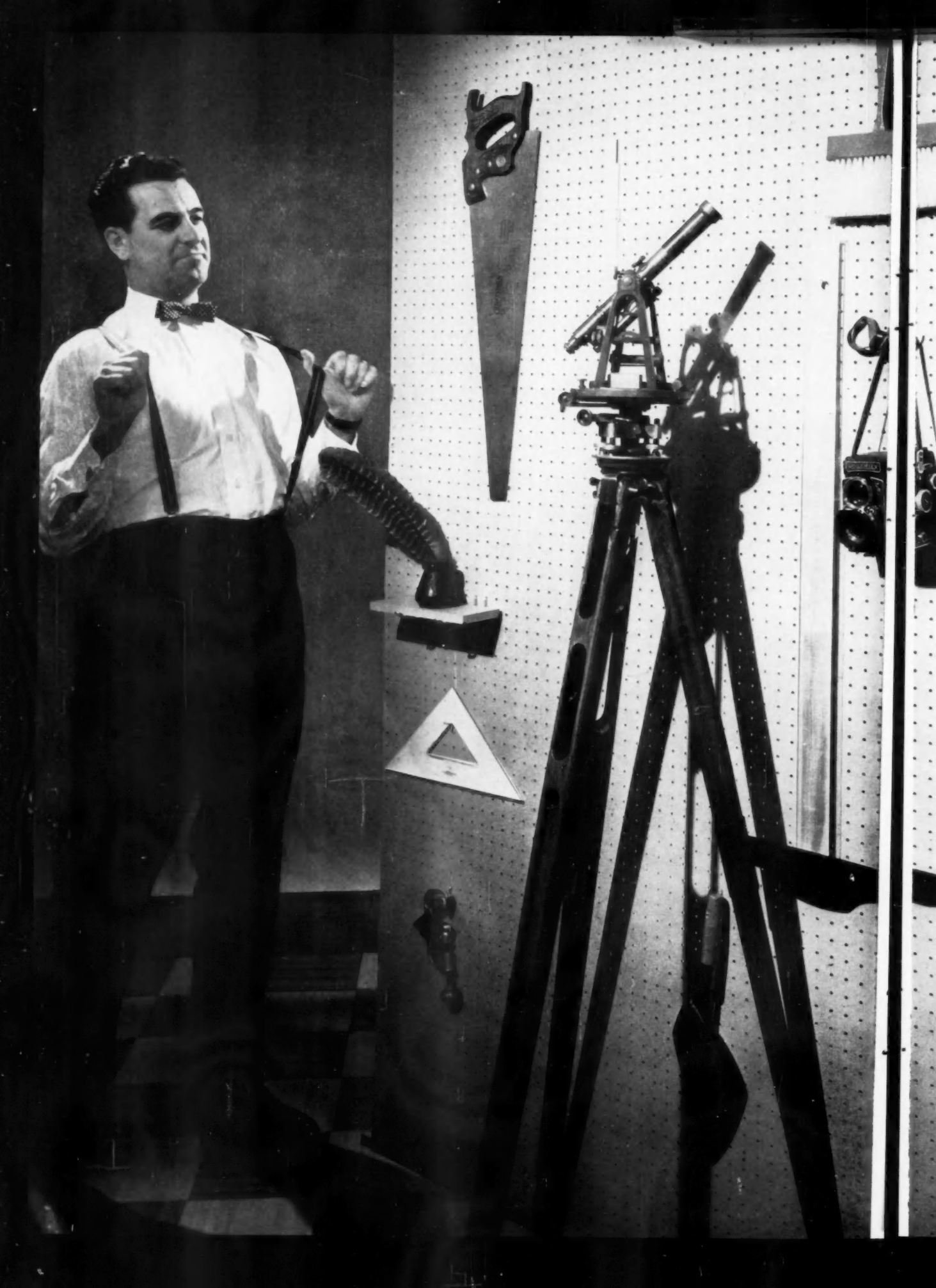
Dole has earned this position of leadership through their never-ending program of research and development and their constant adherence to the highest standards of quality in engineering and manufacturing. Dole Thermostats have passed every test for accuracy and dependability under all operating conditions.

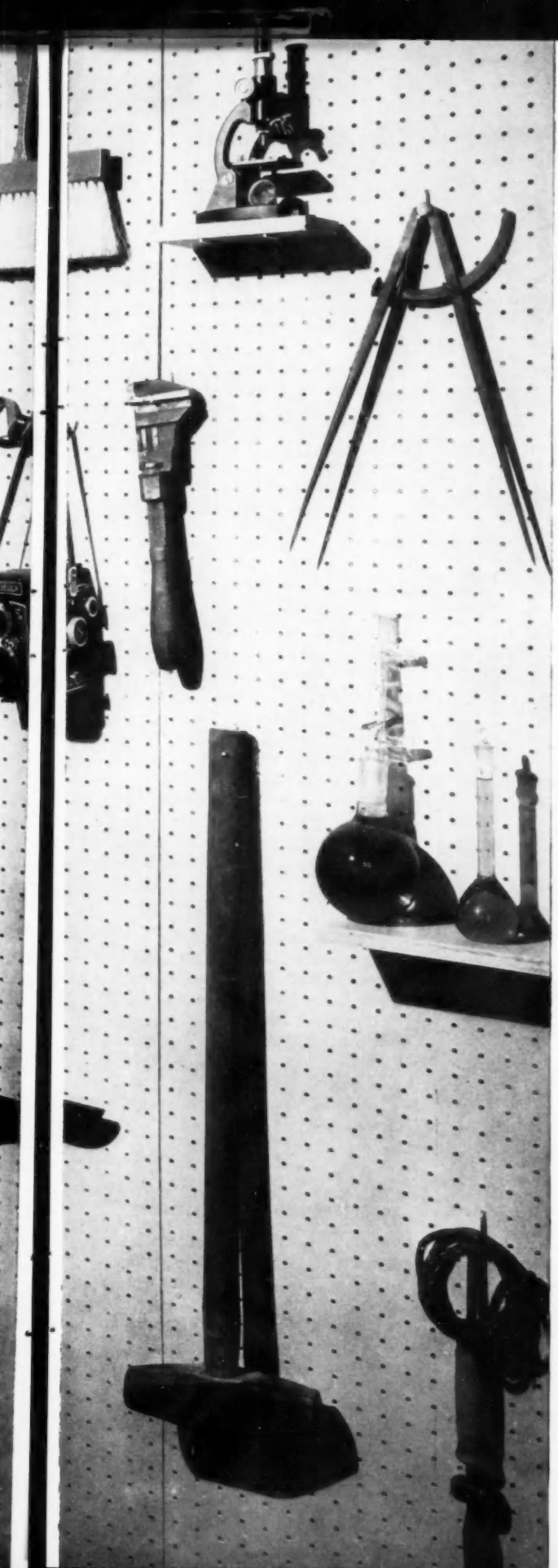
So . . . it's no wonder that men who know best put their O.K. on Dole Thermostats. It's just good common sense.

*As listed in Automotive News.

CONTROL WITH **DOLE**®

THE DOLE VALVE COMPANY 6201 OAKTON STREET, MORTON GROVE, ILLINOIS (Chicago Suburb)





# Can a man be an expert in everything?

IT'S SAD BUT TRUE that the product design engineer of today has to be a many-faceted expert. He has to be an engineer *and* a materials expert *and* a production expert. He has to be well up on purchasing fundamentals, plus the elements of cost accounting.

There is one design responsibility from which we can give you some relief, though. That is the selection of springs. Spring design is a field unto itself, and, although we'll be glad to give you mountains of interesting information on the subject, why concern yourself with it? We'll do the work for you.

AS&W spring engineers will gladly work with you to select the right combination of spring characteristics that will do the job well. Most important: they may be able to suggest a slight design change that will drastically lower the *cost* of the spring.

Just call your nearest AS&W representative.

**AMERICAN STEEL & WIRE DIVISION**
**UNITED STATES STEEL**
**GENERAL OFFICES: CLEVELAND, OHIO**
COLUMBIA-GENEVA STEEL DIVISION, SAN FRANCISCO,
PACIFIC COAST DISTRIBUTORS
TENNESSEE COAL & IRON DIVISION, FAIRFIELD, ALA.,
SOUTHERN DISTRIBUTORS
UNITED STATES STEEL EXPORT COMPANY, NEW YORK

## USS AMERICAN *QUALITY* SPRINGS

**UNITED STATES STEEL**

USS

DON'T OVERLOOK

CARBON-GRAPHITE!



Considered from performance, cost or availability standpoints, even many of the newest "wonder" materials are poor substitutes for carbon and graphite in numerous instances. Whether your application involves such problems as friction, elevated temperatures, commutation, arcing, or shaft sealing, chances are Stackpole Carbon, Graphite or composite Carbon-Graphite-Metal Powder materials can fill the bill better—at less cost.

**BEARINGS**
Self-lubricating units molded to desired shapes and close tolerances. High temperature types.

**SEAL RINGS**
Special pump and shaft seals for oils, air, gases, corrosive chemicals and other liquids.

**VOLTAGE REGULATOR DISCS**
Critical control for voltage, line, speed and pressure regulators, continuously adjustable rheostats, etc.

**MOLDS & DIES**
Close tolerance types for foundry work, powder metallurgy, etc.

**FRICTION SEGMENTS**
Withstand temperatures to 1000° F. Wear well against steel.

**CORROSION CONTROL RODS**
Positive protection for pipe lines, ships, marine structures and other buried or immersed metal objects.

**POROUS CARBON**
Electrically conductive—inert—stable at high temperatures.

**PUMP VANES**
Corrosion-proof, self-lubricating. For air, chemical or gas pumps.

**BRAZING BOATS & FIXTURES**
Withstand extreme thermal shock — permit quick cooling. Alloys do not stick to them.

**CONTACTS**
Ideal where metal contacts fail from arcing, welding, etc.

**CHEMICAL ANODES**
Long-life types reduce clogging, cut cell maintenance costs.

Also BRUSHES FOR ALL ROTATING ELECTRICAL EQUIPMENT • SALT BATH RECTIFICATION RODS • DASH POT PLUNGERS • HEATING ELEMENTS • WELDING CARBONS • RESISTANCE WELDING & BRAZING TIPS . . . and dozens of other specialties.

STACKPOLE CARBON COMPANY, ST. MARYS, PA.

STACKPOLE

"Everything in Carbon but Diamonds"


## German Cars Shrink

(*Continued from page* 330)

As a result, Germany's low rating in national motorization promises to change to a position commensurate with its role as the world's second largest car manufacturer. Within the first six months of 1957 the ratio of motorization changed from 40 cars and 48 motorcycles per 1000 inhabitants to as much as 48 cars and 45 motorcycles.

As of mid-1957 Germany had 6,245,000 vehicles registered, not counting 2 million motorized bicycles. Within the first six months of 1957, passenger car registrations increased by 5 per cent, station wagons 11.2 per cent. Motorcycle registrations declined 5 per cent. Altogether there were 2,496,000 cars and station wagons on the roads in July. Of these, Volkswagen accounted for 33 per cent of registrations, General Motors' Opel 18.9 per cent. Daimler-Benz (Mercedes) 10.1 per cent, Auto-Union (DKW) 9.4 per cent, Ford 8 per cent, and Lloyd 6.3 per cent. Foreign cars and factories with relatively small output accounted for the remaining 15 per cent.

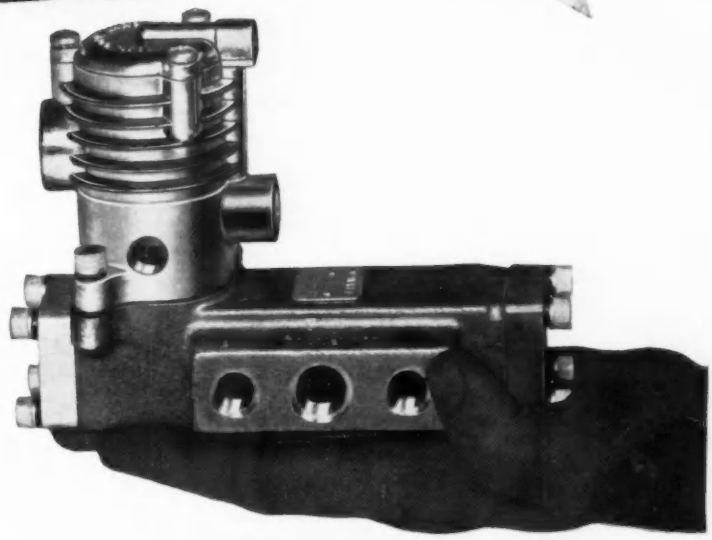
In introducing a wider and improved variety of small cars, manufacturers must have had in mind the wage earner, who accounted for the purchase of 29.6 per cent of all cars registered in 1956, as against 9 per cent in 1953, and 21.3 per cent in 1955. Stable prices have also been a boon to this prosperous market. Despite higher labor and material costs, car prices have remained at the 99 level (1950—100) since 1955.

### CONTINUED EXPANSION

Germany's automobile industry employs 300,000 or 4.3 per cent of all industrial employes in the Federal Republic, who produced $2.2 billion worth of products, of which $1.4 billion were automobiles, trucks and tractors. The output was 14 per cent better than in 1955, but less than the 30 per cent gain from 1954 to 1955. The industry thus had a better than 6 per cent share in Germany's industrial pro-



MODEL FD-120
$55.00
LIST PRICE
BASIC VALVE



MODEL F-120
$37.00
LIST PRICE
BASIC VALVE

# op + lic = IPd + HPr

Outstanding performance plus low initial cost equals Increased Production plus Higher Profits! Apply this formula to your operations . . . use Valvair ¼ in. 4-way foot-mounted Speed King control valves. Whether you build or operate production machinery, you'll find that Speed King's compact size simplifies installation . . . instant-action response, 600 cpm speed and bubble-tight sealing assure accurate control . . . more productivity.

What's more, 20 million cycle-plus dependability and solenoid coils guaranteed against burn-out for the life of the valve keep maintenance and down-time at a minimum! Ask your Valvair representative to show you how ¼ in. Speed Kings can keep your costs down . . . your profits up! Valvair Corporation, 454 Morgan Avenue, Akron 11, Ohio. AA-6882

Find us fast in the "Yellow Pages"

Compare . . . and you'll buy

Valvair

RESEARCH... PROGRESS... LEADERSHIP...

Representatives in principal cities

duction. Exports, amounting to $700,000,000, represented 9.6 per cent of Germany's exports.

Germany placed second in the world in the production of passenger cars, ranking in 1956 with 910,996 units, behind the U. S. with 5,609,756. Great Britain and France placed third and fourth with 707,954 and 662,636 respectively. In 1956 Germany exported 45.4 per cent of production, equal to 413,352 cars, for which European countries were the best customers, purchasing 229,770 cars. U. S. sales of German cars have risen from 10,211 in 1954 to 64,140 last year.

# Why A Standard Tire Valve

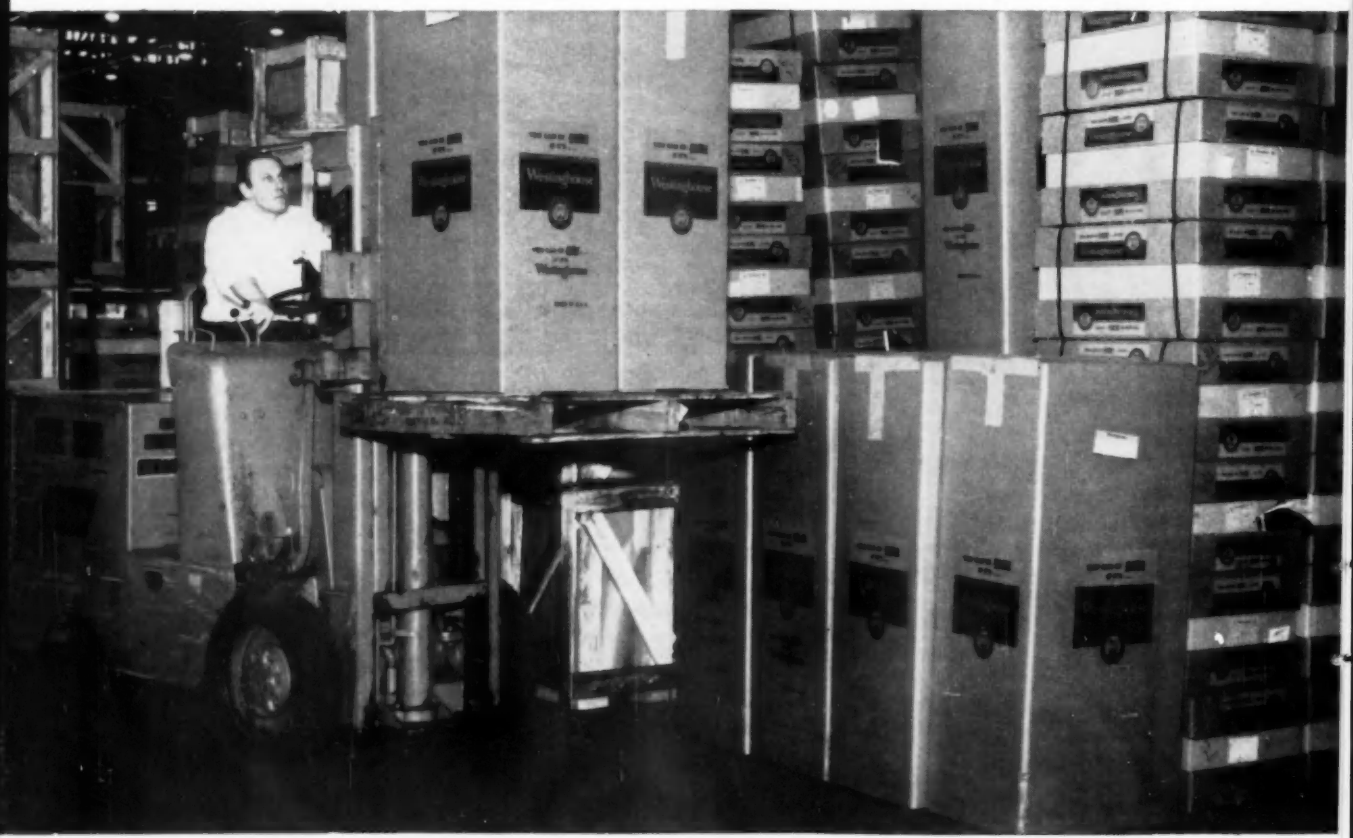
**Garvin A. Drew**

**Vice President of Scovill Manufacturing Co., Inc.**
**General Sales Manager of A. Schrader's Son**

THE tire valve core, cap and all gaging and inflating accessories have been world-wide standardized components for so long that the automotive industries have not fully appreciated the confusion that would result if a breakdown in this standardization occurred.

United States automobile tire valves were replaceable right from the start as tire manufacturers standardized for production and service reasons. Canada followed; but England and Continental Europe went their own ways for many years. World War I brought the convenience and security of the standard replaceable valve to English and Continental car users and in 1923 they too standardized on the American valve design. This action established the only world-wide standard in the history of the industry and has permitted the universal availability of interchangeable parts and servicing facilities. With hundreds of millions of miles of motor vehicle travel over the world each hour, tire standardization has been most essential. Expense, delay and confusion would have resulted if tire engineers had not standardized with replaceable cores and caps that have assured an international standard for manufacture, distribution, availability and servicing.

To fully appreciate the standardization of these tiny but vital components (the safety of hundreds of millions of drivers and passengers depend on the reliability of these parts) requires an explanation of just what makes up a standard tire valve; the reasons behind its design and why interchangeability and a standard for servicing is so important.



## Combined Skills

Knowledge of tires and tire valves are so closely associated that one is somewhat useless without the other and both must work together. The valves, like tires, must operate under a wide variety of conditions such as scorching heat, dirt, mud, freezing cold, and ice and snow. Constant study of operating conditions of millions of valves showed that treatment varied from bad to worse. Since it is never known which valves will receive the harshest treatment, *all* tire valves must be constructed to endure the severest conditions. The valve's design, while basic since its inception, has incorporated several improvements in construction and materials. The valve's present reliability is the result of the combined skills in automotive, tire rim and valve engineering. Tire performance, upon which millions of people entrust their personal safety, rests partly on the design and quality of the tire valve.



*Sectional view of a standard tire valve*

## Functions of the Standard Tire Valve

First, let's analyze the many functions which a standard tire valve performs and its many structural advantages. Basically it provides a practical means to inflate and gage pressure. To do this it must automatically close. That is, snap shut instantly upon removal of the inflating chuck on the gage (and it does this with 500 psi of contact pressure exerted on the core seat). Furthermore, a valve must not only seal air in but efficiently keep dirt out. The standard tire valve, therefore, has a powerful seal in its cap (upwards of 2000 psi of contact pressure) making for a positively sealed valve.

Its design also allows for repair or replaceability in the field. *One* universal valve cap thread accommodates the standard valve core, cap, valve extensions and inflating and gauging instruments. This thread, located at the valve mouth, is standard for all hand and foot pumps. The valve housing has an internal drilling giving every tire user the benefits of replaceable and interchangeable valve cores. There is a limit of three standard thread sizes (and flats on valve stems) for all the hex nuts, bridge or ring washers and other threaded fittings furnished as equipment in different valve stem designs.

These varied functions and versatility provide immeasurable savings in field inventories by




**Westinghouse RESISTANCE WELDING CONTROL for new or replacement units now in stock for immediate shipment**

No more costly, time-consuming delays . . . new strategic-area stocking program means that any standard Westinghouse resistance welding control, combination or individual timers, can be shipped and on its way to your plant within 24 hours.
Complete line stocking by Westinghouse of these industry-approved standards insures prompt availability for your every plant need.
For complete information on Westinghouse resistance welding controls, call your Westinghouse sales engineer. Or, write Westinghouse Electric Corporation, P.O. Box 868, 3 Gateway Center, Pittsburgh 30, Penna.
J-22106



*POWER-UP starts with CONTROL*

YOU CAN BE SURE...IF IT'S Westinghouse

greatly reducing the number and size of stocks. They save untold hours throughout the entire tire and automotive industries, including the repair and replacement fields throughout the world.



*Schrader replaceable core*

## The Reinforced Stem

Now let's get down to each component that makes for a standard tire valve. Although these valves are made in different external shapes all have the same structural advantages. We have the stem, core and the cap. Standard tire valves have heavy metal stems their full length to sustain abusive treatment, such as gripping the valve with pliers while pulling the valve through the rim hole, chafing of ornamental rim covers, etc. This brass housing protects the full mechanism, makes for easy inflation by eliminating wobble and fits all standard inflation and service devices. The valve mouth is also made of heavy metal to resist damage to the valve stem itself due to "jamming" a worn chuck on the valve to get suitable contact.

## The Replaceable Core

The heart of the standard tire valve is the replaceable core. This mechanism can be easily replaced if sealing surfaces are impaired by abusive treatment such as oil, dirt or water spray passing through air lines during inflation. The core, which automatically opens and closes for speedy inflation and gaging of tire pressures, gives all tires the world over a complete replaceable and interchangeable unit removable in one piece in less than a minute (as easy as removing a washer). This change-over does not require special tools and costs the user only a few cents.

Every point in the construction of the valve core serves a specific purpose. Not one of the many points of alignment or support is omitted (the core is actually a highly-precise product of miniaturization). Added together these points make a unit giving reliable service under every known operating condition that a tire or vehicle may encounter.

(*Turn to page* 340, *please*)





EVERYTHING YOU WANT IN A QUICK-CONNECTIVE PNEUMATIC COUPLING

Hansen Series RL One-Way Shut-Off Couplings will handle any job in your shop using ¾" to ⅛" connections—from the air line to the air tool. All Hansen Series 2-RL Sockets and Plugs are interchangeable with each other. Likewise all Sockets and Plugs of the slightly larger, greater capacity Series 3-RL are similarly interchangeable with each other.

Consequently, by standardizing on either Hansen Series 2-RL or Series 3-RL Couplings, you eliminate any need for various size couplings in your hook-up—make it easy to keep stock of parts in balance—and hold inventories to a minimum.

Machined from solid steel bar stock, Plugs and Sockets are hardened and rust-proofed for long wear. Locking ring provides positive lock and assures tight fit. Equipped with automatic sleeve lock.

THE HANSEN SERIES RL
QUICK-CONNECTIVE RING-LOCK COUPLING




Blue section shows how Socket, when disconnected, automatically shuts off air by leak-proof seal of metal valve against rubber valve seat.



Connected Hansen Ring-Lock Coupling. Blue section shows free flow of air through connected Coupling.



WRITE FOR THE HANSEN CATALOG

Here's an always ready reference when you want information on couplings in a hurry. List complete range of sizes of Hansen One-Way Shut-Off, Two-Way Shut-Off, and Straight-Through Couplings—including Special Service Couplings for L.P. Gas, Steam, Oxygen, Acetylene, etc.

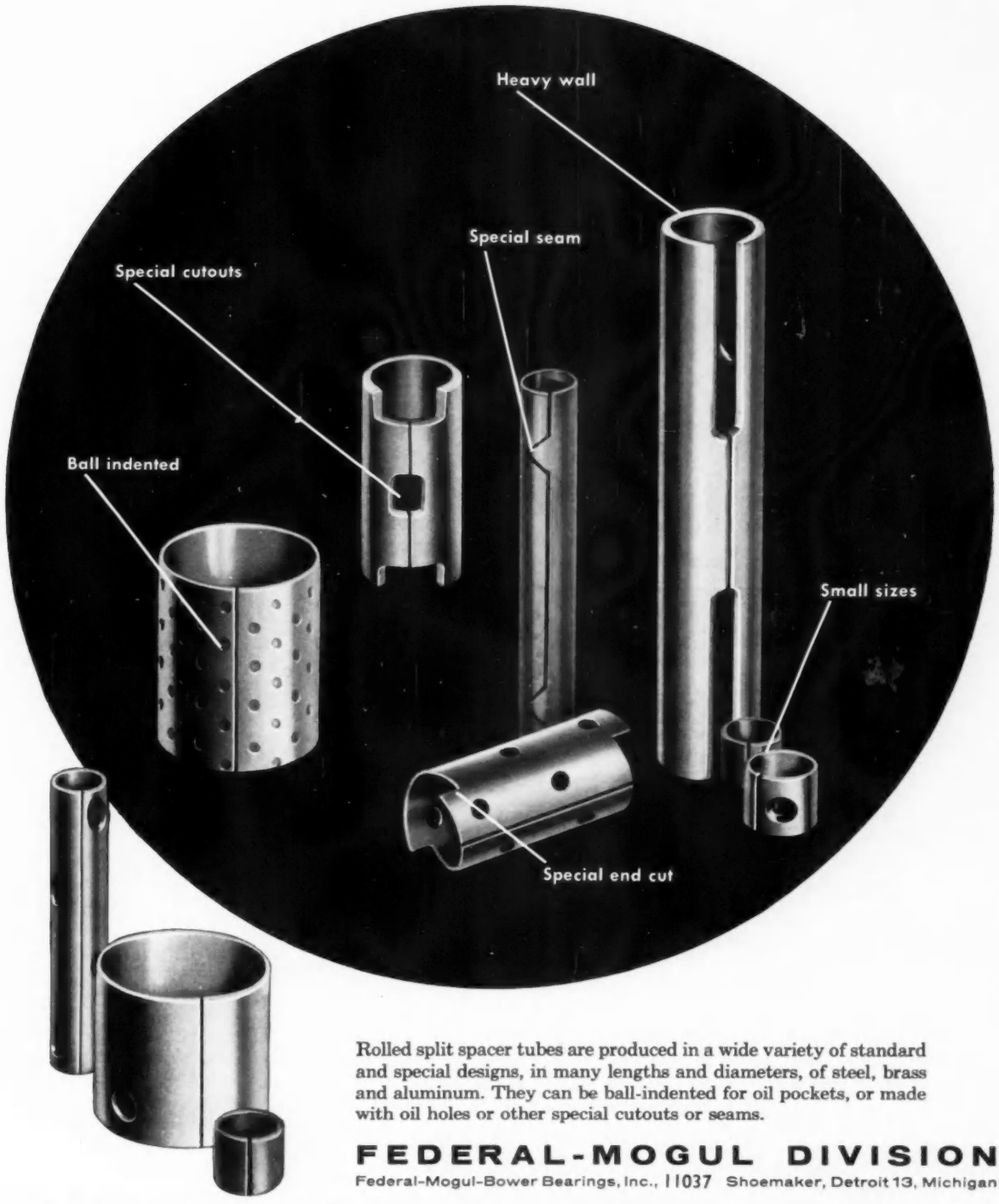



REPRESENTATIVES IN PRINCIPAL CITIES

SINCE 1915 QUICK-CONNECTIVE FLUID LINE COUPLINGS

THE HANSEN MANUFACTURING COMPANY

4031 WEST 150th STREET • CLEVELAND 35, OHIO



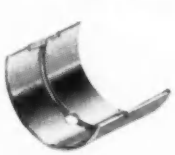

Rolled split spacer tubes are produced in a wide variety of standard and special designs, in many lengths and diameters, of steel, brass and aluminum. They can be ball-indented for oil pockets, or made with oil holes or other special cutouts or seams.

**FEDERAL-MOGUL DIVISION**

Federal-Mogul-Bower Bearings, Inc., 11037 Shoemaker, Detroit 13, Michigan



Rolled, Split Bushings



Engine Bearings



Bimetal Bushings



Bearing-Surfaced Thrust Washers

FEDERAL Mogul

Since 1889

RESEARCH • DESIGN • METALLURGY • PRECISION MANUFACTURING

WHEN YOUR BLUEPRINTS ARE FINISHED... our job begins

FOR LOWER MANUFACTURING COSTS

Z & W offers you

MODERN EQUIPMENT—COMPLETE ENGINEERING FROM BAR STOCK TO COMPLETE ASSEMBLIES—EXPERIENCED PRODUCTION ENGINEERS.
Blueprints, drawings and specifications will receive immediate attention.

COMPLETE ASSEMBLIES





Z & W now offers its own line of stainless steel AN fittings.

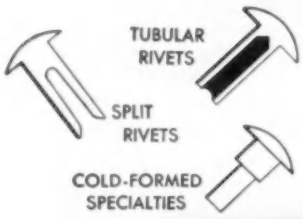


Capacity 1/32" — 3½"
National Acme and Brown & Sharpe Automatics
COMPLETE SECONDARY OPERATIONS

Z&W MANUFACTURING CORP.
Automatic Screw Machine Products
30240 LAKELAND BLVD. • WICKLIFFE, OHIO • WHitney 3-5700

COST-CUTTING PRODUCTION TEAM

MILFORD RIVETS and RIVETERS




Full or Semi-automatic
Bench or Floor Models
Single or Multiple Spindle



FIVE MANUFACTURING PLANTS GIVE UNMATCHED SERVICE

THE MILFORD RIVET & MACHINE CO.

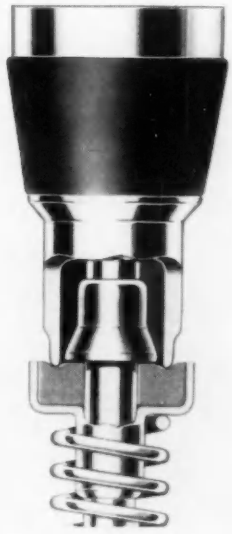
MILFORD, CONNECTICUT • HATBORO, PENNSYLVANIA
ELYRIA, OHIO • AURORA, ILLINOIS • NORWALK, CALIF.

# The Standard Tire Valve

(*Continued from page* 338)

## The Cap—an Extra Seal

The engineering principle employed in the design of the sealing unit found in all standard valve caps provides a maximum sealing force with minimum effort. As the cap shell is screwed onto the cap of the tire valve, the pressure of the rubber washer against the valve mouth increases to 2000 lb contact pressure when applied



***Knife-edge seat makes contact of 500 psi pressure with seat washer***

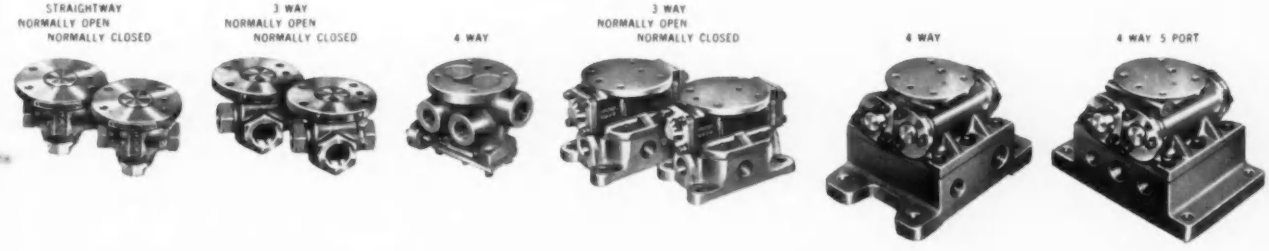
"fingertight." Cold weather in high altitude and areas of exceedingly low temperatures may cause condensation of moisture which forms troublesome ice in the valve passage during inflation and deflation. Because of the positive air-tight sealing washer, the cap holds any leaking air if the core's sealing surfaces have been unseated by ice, dirt or abusive treatment. The cap keeps dust, slush and water from entering the valve and freezing inside. The cap also gives one the opportunity to personally see for himself that the valve is powerfully sealed. These safety factors protect users against pos-

# Ross Skyline

## Now-All the basic valves-*and more*- in this *long life* air valve series




## *match any head to any valve body!*



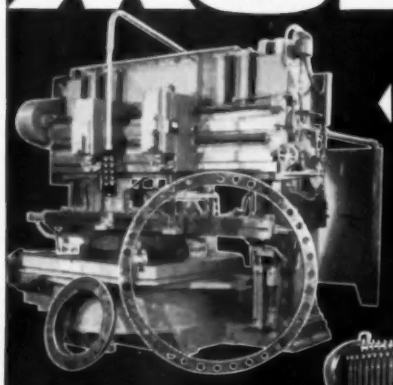

Now there are 11 heads and nine bodies to meet both usual and unique problems in the line which was designed to give you the longest life and greatest adaptability of any valve line in the world. All heads are readily interchangeable with all Skyline valve bodies, and the new Double-Stroke momentary adapter further multiplies the number of valve combinations. What is your problem? Drop us a note explaining it, or call your nearby Ross field service engineer for details on the Skyline valve to solve it.

*Combining Engineering With Ingenuity for Better Air Control*

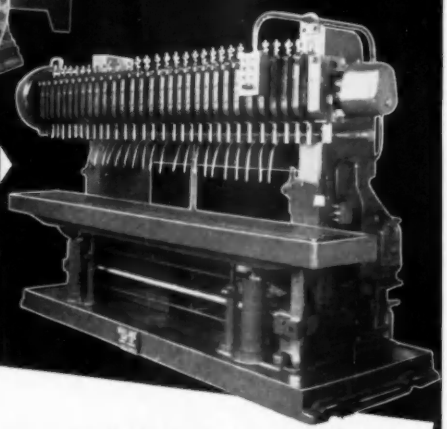
**Ross OPERATING VALVE COMPANY**

128 EAST GOLDEN GATE AVENUE • DETROIT 3, MICHIGAN

MOLINE



HD68 drills bolt circles from 12" to 100" diameter. Each of the two spindles has capacity for 2½" drill in steel. Operating cycle is fully automatic.



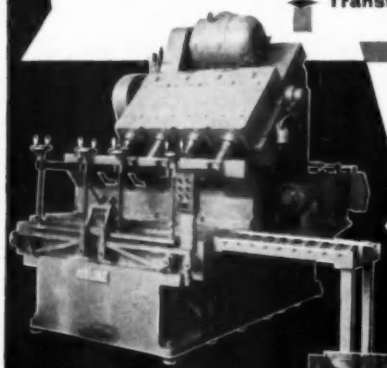
HD13 straight line-type drilling machine with capacity for thirty ⅜" drills in steel. Used for work on heavy castings, round and rectangular steel tubes, structural shapes, plates and grader blade drilling or countersinking.

*For Greater*

**PRODUCTION . . . EFFICIENCY . . . SAVINGS**

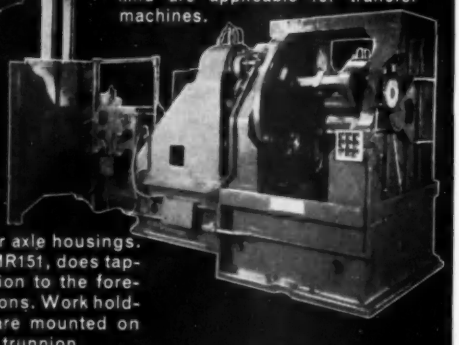
*Use an individually designed "Hole-Hog" Machine Tool for such jobs as...*

- Multi-Spindle Boring
- Single and Multi-Spindle Honing
- Straight Line Multi-Drilling
- Adjustable Spindle Drilling
- Vertical and Way-Type Fixed Center Drilling, Boring and Tapping
- Transfer-Type and Special Machines



**OVER 57 YEARS OF MACHINE TOOL ENGINEERING EXPERIENCE IS AT YOUR SERVICE. TELL US YOUR PARTICULAR PROBLEM**

13CB hydraulic feed cylinder boring machine. V-8 engine blocks are rough and finish bored for wet-type cylinder sleeves. Units of this kind are applicable for transfer machines.



MR152 performs drilling, reaming, spot facing and chamfering operations on tractor rear axle housings. A companion machine, MR151, does tapping in addition to the foregoing operations. Work holding fixtures are mounted on power driven trunnion.

MOLINE TOOL CO. MOLINE, ILLINOIS

**MOLINE TOOL COMPANY**

REPRESENTATIVES IN PRINCIPAL CITIES

109 100 20TH STREET • MOLINE, ILLINOIS

sible loss of vital air pressure through the valve. It can never be over-stated that a tire going flat while driving at high speed is dangerous to life and ruinous to the tire.

## Tubeless Tire Valves

Standardization has kept pace with progress in tire design, such as the introduction and widespread use of tubeless tires. In 1953 and '54 the inner tube disappeared from original equipment planning in the United States. All new cars in the United States were equipped with tubeless tires for the first time in 1956. To meet this development, a "swivel action" design was added to the basic tire valve, permitting the valve stem to be flexible in the rim (unlike the old rigid stem arrangement). This "ball and socket" design made it impossible to kick the valve out of the rim. The stem could then be pushed, flexed and gaged without disturbing the valve base to rim seal. Thus a further modification was made which nevertheless held to the standard replaceable core design already long established. The tubeless snap-in type valve is now standard equipment on all new cars.

## Trucks and Buses

The standardization of tire valves encompasses far more than automobile tire use. It includes trucks and buses of all classes, tractors, farm implements, bicycles, motorcycles and even aircraft.

For the truck and bus class, a Convertible Tire Valve Program has been followed by the tire and automotive industries for more than 25 years. This program makes it possible for tire manufacturers to supply the dealer or user with the proper length valve on the tube at all times. Tube sizes are grouped so that it takes only *seven* lengths of convertible tire valves to meet *all* truck and bus requirements. The valve can be conveniently bent in the field as required to correctly fit any wheel or rim on which the tire may be used. This practice drastically cuts

(*Turn to page* 349, *please*)

# Tonight...

## the lights burn late at Accurate

Today . . . a challenge was hurled at us! Design and manufacture a group of springs to a set of rigid, complex specifications. Some are large . . . some are very small. The announcement of an entire new product line may hinge upon our success. The job is labeled *RUSH!*

Tonight . . . the lights burn late at Accurate. Beyond this door works a close knit group of design engineers. To these men of vision belongs the responsibility for designing springs that will meet or better all specifications. Of vital consideration are designs for which tooling may be devised to produce the springs at lowest possible cost to the customer. The efforts of these men, united with those of others within the Accurate organization, will deliver the much needed springs . . . on schedule.

Every Accurate spring embodies imagination in design, skilled engineering and production know-how that only long practical experience can provide. Should the success of your product depend upon components such as these . . . come to Accurate. Here, conventional methods are combined with imagination to produce better springs at lower ultimate cost.

**ACCURATE SPRING MANUFACTURING COMPANY**

**3800 W. Lake St., Chicago 24, Illinois**

**SPRINGS • WIRE FORMS • STAMPINGS**

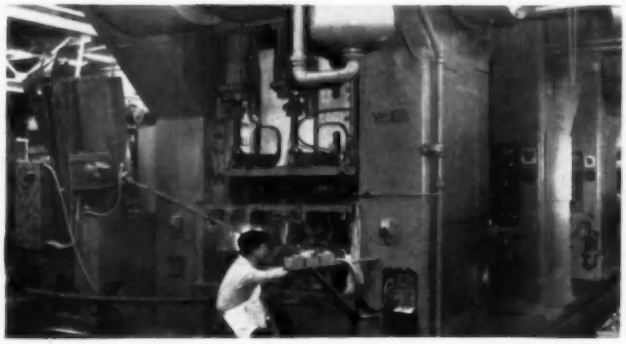
Accurate Springs

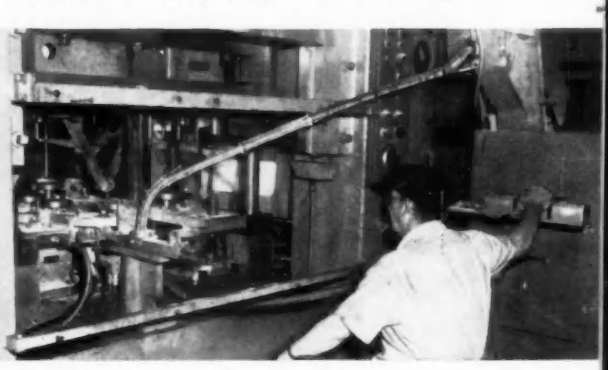


Verson

# COLD

**THESE VERSON EXTRUSION PRESSES ARE PROVING DAILY THE ECONOMICAL ADVANTAGES OF THE COLD EXTRUSION PROCESS**



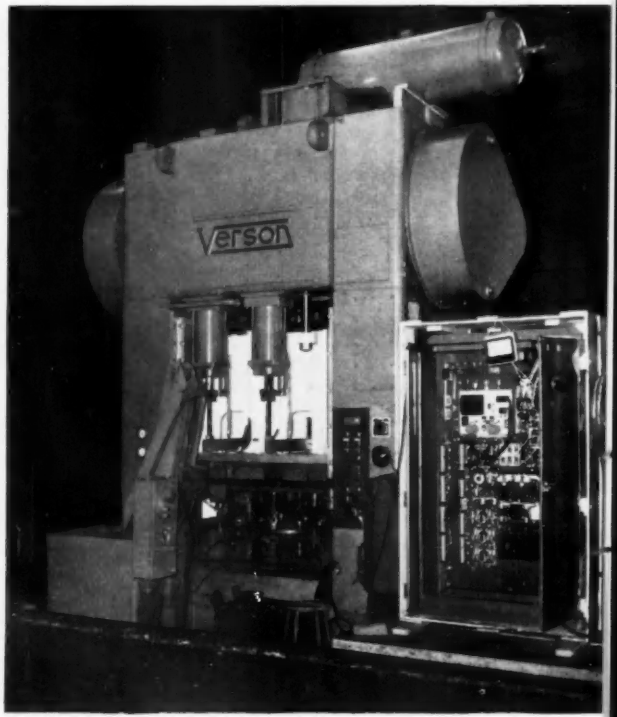


Above is a line of three identical 400 ton Verson extrusion presses producing the automotive valve tappet shown on the facing page. A close-up of the die space is shown at the right. All three presses are complete with cushion equipment, automatic feeds and dial type tooling. Each press operates at 30 SPM and produces two parts per stroke.

A pioneer installation of two Verson extrusion presses rated at 1500 and 4500 tons respectively.




Successful operation on Verson extrusion presses in your plant is assured by tryout on production runs before shipment.



# EXTRUSION...

## it may be your best opportunity for improving your profit spread

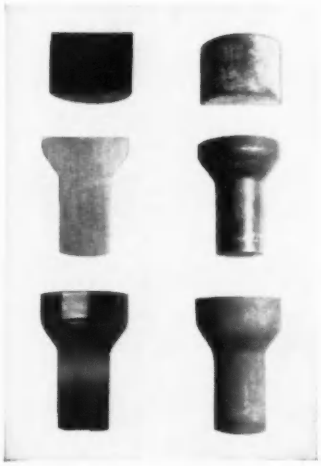
In the intensive search for ways to hold materials and manufacturing costs down, cold extrusion has emerged as a major weapon. Scores of piece parts that formerly had to be machined from bar stock or hot forged, can now be extruded at a fraction of their previous cost. Scrap loss and the amount of machining necessary has been slashed.

This is no longer a theoretical concept. Verson cold extrusion lines have been in production for as long as three years. Since 1955 Verson has conducted a comprehensive Cold Extrusion Research and Development Center in its Chicago plant for the purpose of developing and proving tooling and lubrication techniques.

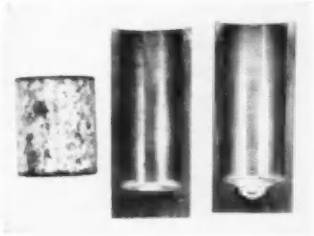
Out of this experience has come the cold extrusion know-how necessary to evaluate the adaptability of the process to your production requirements. With the ever-tightening squeeze on your profit margin, you can't afford *not* to investigate the cost-cutting possibilities of Verson Cold Extrusion. Get in touch with Verson, today. For recommendations, send an outline of your needs.

**A special report on Tooling for Cold Extrusion will give you a better insight into what can be done with cold extrusion. Write for your copy; there's no obligation.**

### VERSON COLD EXTRUSION CAN REDUCE MATERIAL COSTS, CUT MACHINING COSTS ON JOBS LIKE THESE



Shown here in both exterior and cross section views is a propeller shaft end for an automotive drive shaft. It is made from AISI 1037 steel in two operations in 600 ton Verson extrusion presses. The part is 3 3/16" in finished length and is produced at a rate of approximately 1200 per hour.



This is the automotive tappet produced in the presses shown at the upper left on the facing page. Shown are the slug and cross sections after first and second operations. After heat treating, finish grinding and drilling of an oil hole, the part is ready for installation.



This is a universal joint bearing race made in one operation on a 400 ton Verson extrusion press. The press operates at 30 strokes per minute, producing two of the 1 1/16" x 3/16" parts per stroke from AISI-1018 steel.

*A Verson Press for every job from 60 tons up*

ORIGINATORS AND PIONEERS OF ALLSTEEL STAMPING PRESS CONSTRUCTION

**VERSON ALLSTEEL PRESS CO.**

9307 S. KENWOOD AVENUE, CHICAGO 19, ILLINOIS • 8300 S. CENTRAL EXPRESSWAY, DALLAS, TEXAS

MECHANICAL AND HYDRAULIC PRESSES AND PRESS BRAKES • TRANSMAT PRESSES • TOOLING • DIE CUSHIONS • VERSON-WHEELON HYDRAULIC PRESSES

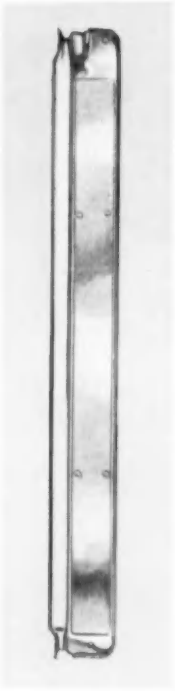
## From Standard Products: the appeal of TEXTURE

The sales-minded stylists of Detroit spare no detail in their successful suasion of the enraptured car buyer.

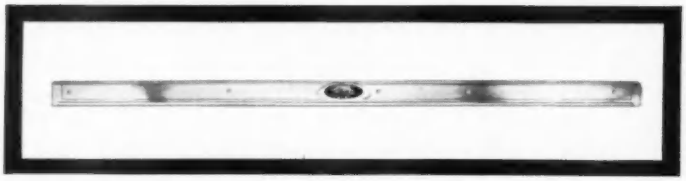
Consider, for example, the threshold plate —a practical, functional item if there ever was one. But today, threshold plates are made from *textured aluminum* to provide an extra touch of salesroom glamour.

Many of the finely textured threshold plates that enhance the sales appeal of Detroit's proudest products are made by the Standard Products Company, of Cleveland, a great old name in automotive parts. Seven years ago Standard Products pioneered in the production of the aluminum threshold plate, which was, in fact, the first trim application of aluminum in its modern automotive renaissance.

Alcoa itself does not fabricate trim. But our scientists and engineers work side by side with leading suppliers like Standard Products. We submit that this partnership represents Detroit's highest assurance of quality and performance in parts of aluminum.







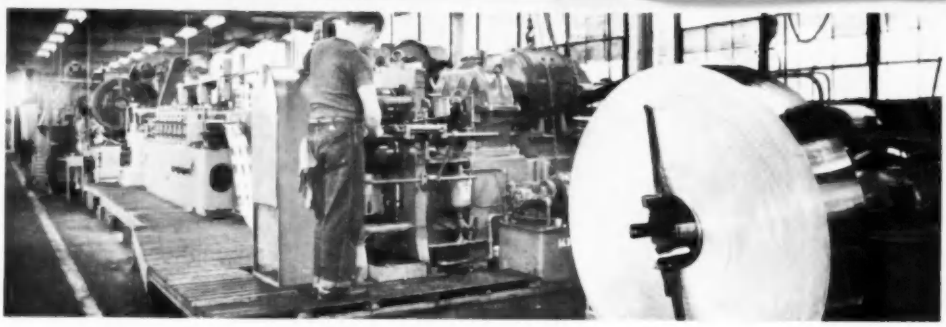
**ALCOA ALUMINUM** gives every car more **GLEAM AND GO**

# Aluminum is texture . . . Alcoa is Aluminum

Texture translates the feel of an idea; a task perfectly suited to aluminum. Expressive, impressionable, receptive to the subtlest shadings of tone and pattern, aluminum mirrors imagination as no other metal can. Alcoa invites you to share its intimate knowledge of this most versatile metal. How? Just turn the page.

Aluminum Company of America





ROLL-EMBOSSING AT STANDARD PRODUCTS—a pioneer producer of decorative aluminum. Alcoa teams up with leading fabricators like Standard Products to provide you with a complete and unparalleled aluminum design and fabricating service. For information, write: Standard Products Company, Cleveland, O.

# Aluminum is texture . . . *the metal of many faces . . .*

Texture puts character in a product finish. It supplies that "infinite delight in variety" that enthralls the eye and invites the touch. Aluminum, more than any other metal, endorses this prime design aim most eagerly. Enduring, obliging, workable aluminum wears a thousand different faces at will, assumed through mechanical, chemical, metallurgical and organic means.

### MECHANICAL FINISHES

*Polishing and buffing* give aluminum a mirror-like brilliance, bringing its natural luster to the highest peak. *Sandblasting*, in contrast, subdues its glow, produces a mellow matte effect. *Scratchbrushing* highlights the metal's graininess; a *satin sheen* emerges when a finer brush is used. *Burnishing* produces a fairly smooth surface useful on many low-cost items; hundreds of items can be handled at once. *Hammered* aluminum emulates hand-wrought silver in its rich variegation of irregular patterns. *Embossing, coining and engraving* aluminum produces unlimited patterns and designs in sharp, clear, minute detail. *Perforating* offers a wide variety of decorative effects for panels and screens.

### CHEMICAL FINISHES

*Anodizing* aluminum imparts a sapphire-hard surface of unmatched wear and corrosion resistance, with infinite color, tone and texture possibilities. *Plating* can be done with a broad range of metals, using proper surface preparatives. *Electro-brightening* creates a lustrous brilliance akin to a buffed surface, at lower cost than mechanical polishing, and is particularly suited for irregular shapes and curved surfaces. *Etching* with acids or alkalis offers a wide variety of three-dimensional effects, from sparkling frosted finishes to smooth, reflector surfaces. *Deep etching* creates intricate design patterns of unusual eye appeal. Use of *photosensitive resists* assures accurate and fine detail. With *masks, resists and stop-off methods*, numerous combinations of the above techniques are possible.

### METALLURGICAL FINISHES

*Spangling* aluminum with Alcoa's new controlled-growth grain process produces a glittering, multi-faceted surface that reflects light from myriad angles; anodic colors can be added as desired. Certain *alloys* give important color and tone advantages: high-purity alloys give a clear, transparent finish; silicon alloys impart a gray tone, chromium a pleasing yellow tint, and manganese a brownish coloration.

### ORGANIC FINISHES

Painting, lacquering and enameling of aluminum, in clear finishes or opaque coating, have both protective and decorative value. Aluminum's high adherence for paints and pigments make it an excellent base for all color coatings of the conventional type.

**Get more information on designing in aluminum**

Write for Alcoa's inspirational bibliography which describes Alcoa books and films to help you design in aluminum. Write: Aluminum Company of America, 2184 Alcoa Building, Pittsburgh 19, Pennsylvania.



Your Guide to the Best in Aluminum Value

ALCOA ALUMINUM

"ALCOA THEATRE"
Exciting Adventure
Alternate Monday Evenings

# The Standard Tire Valve

(*Continued from page 342*)

down dealer inventories of tubes and valves.

When trucks and buses started using tubeless tires, there was a similar need (as in the case of the automobile) for modifying the mounting mechanisms. Here again the standard core was unaffected, despite the new clamp-in and snap-in design for side and bottom hole mounting.

## Labor Bore Heavy Duty Type

Large bore tire valves are designed for oversize pneumatic tires found on vehicles moving heavy loads over rough terrain, such as earth movers, graders, tractors, and mining and logging equipment.

While some fundamental design of standard valve is retained, a large bore permits faster inflation and deflation of large volume tires and is more ruggedly constructed to withstand severe off-the-road service conditions. Special cores, caps, fittings and accessories are necessary for this type valve. Any tube manufacturer, stock or tire service man, equipped with the standard tire valve converting tool and tire valve converting manual, is prepared to easily bend any of the eight convertible valves listed in this class.

## Tractor Class

For tractors a standard tire valve is so constructed as to permit removal of the core housing for injection or ejection of the usual liquid ballast. With the core housing out, the large passage allows faster liquid flow than possible with a non-removable core housing form.

Standard tire valves have also been designed and are in world-wide use for bicycles, special cycle tubes, and motorcycles. For aircraft, an internationally standardized "Dubltite" type-convertible tire valve is employed.

And most important, in each of these many classes of vehicles there is an accompanying standard for gages and inflation equipment necessary for proper maintenance.

## Pressure Gages— A Preventive Maintenance

Gages furnish evidence and suggest a search for leakage or abuse. They detect, by readings, leaks in the earliest possible stages and suggest that the tire either be watched for an increasing rate of pressure or they recommend an immediate search for a leak cause. It is an exact rating that always tells the full story.

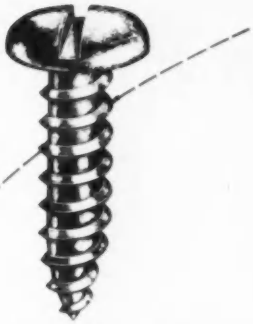
All standardized chucks fit the world standard tire valve design. The chucks match tire valves in sizes and tolerances so that rendering of air service is quick, positive and is not harmful to the valve. All practical operating conditions during the life of the chuck and valve are taken into consideration in establishing design. As an example, seating of the chuck washer on the valve mouth and engaging of the valve plunger pin by the chuck deflator pin provides an air-tight connection with high-speed air flow.

Due to the world-wide standard of tire valve, tires may be serviced from *any* air line encountered and with *any* standard inflating chucks.

## Replacement and Service

Millions of tire valves on every size of tire operating under all types of conditions and in various stages of age and mileage always face the possibility of being broken or damaged. Although the percentage is phenomenally small, it is essential to have replacement facilities, stocks of valves and parts available *everywhere*. These standard replacement products are available through thousands of wholesalers, warehouses, etc., for the convenience of repair shops throughout the world.

Standardization of tire valve design made possible the following replacement and service-in-the-field benefits:

IN FASTENERS SOUTHERN IS

progress

Southern Screw Company specializes in progress—through the manufacture of finer fasteners at less cost . . . If you have a production problem that can be solved by Southern Screw's quality, speed, or service, let Southern fasteners show you the way toward a profitable solution. Southern specializes in screws AND progress — and progress invariably includes profit for our customers!

Address: Southern Screw Co., P. O. Box 1360, Statesville, North Carolina.

A, B, C, & F Tapping Screws
Machine Screws & Nuts
Carriage Bolts
Stove Bolts
Wood Screws
Dowel Screws
Hanger Bolts
Wood & Type U Drive Screws

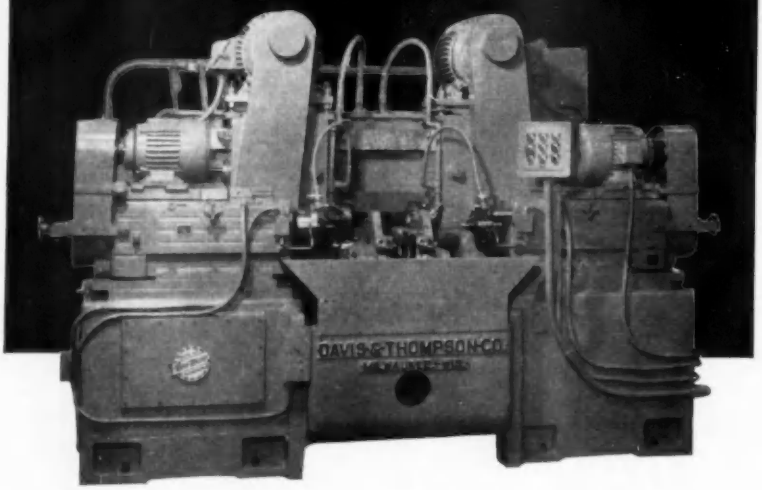
WAREHOUSES:
New York • Dallas • Chicago • Los Angeles

Southern SCREW COMPANY STATESVILLE • NORTH CAROLINA

1. Standardization of air pressure and time inflating connections.
2. Standardization of tire pressure gaging equipment.
3. Standardization of replacement parts, stocks, service tools.
4. Standardization of know-how so that tires and tubes of present, past and future production are backed by established "cradle-to-grave" service accommodations wherever tires roll on cars, trucks, cycles, planes, tractors, trailers, etc.

This article has attempted to spell out the many functions and structural advantages of the standard tire valve and how this standardization affects preventive maintenance, replacement and service, stocks and inventories, and above all the very safety and convenience of hundreds of millions of people around the world. I hope it has been made apparent, by describing the many practical dividends resulting from standardization, just why this world-wide standard of design and quality is so invaluable to the operator and to all who service his vehicle.


**Basic Standard Machines *PLUS* D&T Engineering Will Give You More Profitable Production . . .**




***HERE'S WHY:*** Although this machine has been adapted to milling and centering of small shafts, its basic design lends itself to other operations through the addition of various types of heads as well as multiple spindle drill heads.

Feeds and speeds are variable. The hydraulically operated machine table is equipped with an air-operated fixture which is electrically controlled for either automatic or mechanical cycling.

If you need production with a minimum capital outlay, it will pay you to call in a D & T production engineer. There is no obligation for this service.




**ADDITIONAL INFORMATION**

*For more examples of outstanding production machine tools, write for Bulletin 1002.*

Roto-Matic

**Davis and Thompson Co.**

4460 N. 124th ST. . . . MILWAUKEE 10, WISCONSIN


# News of the MACHINERY INDUSTRIES

By Charles A. Weinert

## Machine Tool Business Up Slightly in January

Net new orders for metal-cutting-type machine tools amounted to approximately $19.35 million in January as compared to December's $18.6 million — an increase of about four per cent. The January new business volume, however, was considerably below the order receipts in January of 1957, which amounted to $63.25 million net and which, incidentally, was the top month during the Year 1957.

The figures recently made available by the National Machine Tool Builders' Association also disclose that shipments in January totaled about $48 million—about 2½ times net new order receipts. By comparison, December shipments had a value of about $56.2 million, and January, 1957 shipments were valued at $76.55 million.

## Square D Company Has Higher Sales

Sales of Square D Company in 1957 exceeded by "approximately $2 million" the previous high of $102,354,223 the year before, Gordon Patterson, president, recently told the Financial Analysts of Philadelphia.

He said that while final figures for 1957 are not yet available, "It appears that net income will be between $9.25 and $9.5 million, or in the area of $1.80 per share on the basis of shares outstanding on December 31, 1957." In 1956, Square D earned $11,669,062, equivalent to $2.28 per share after adjustment to reflect a three-for-

# Over $1,000,000 a year




# saved with OILITE Precision Parts

This kit contains intricate parts used by a score of companies who save over $1,000,000 annually by specifying Oilite*!

These companies are typical of many manufacturers of appliances, machinery, automotive accessories, power tools and other products who enjoy the substantial cost reductions made possible by Amplex Powder Metallurgy.

There's no better way to stay ahead of competition. Chrysler-engineered Oilite Precision Parts can reduce your parts' cost up to 55% or more when produced in volume. What's more, Oilite powder metal parts are tough and long wearing. They're available in various metals and alloys to meet desired properties.

Your local Oilite Engineer will be glad to provide complete information on any application. Furthermore, he will gladly survey all the parts you now buy for possible cost reductions *at no obligation*. Look for him in the Yellow Pages of your telephone directory under "Bearings — OILITE" or write to Dept. K 3.

**TYPICAL PROPERTIES OF STEEL OILITE* PRECISION PARTS**

| (Grades) | A | AC | AH |
|---|---|---|---|
| Fatigue Strength (Psi) 10,000,000 reversals | 24,000 | ----- | ------ |
| Ultimate Tensile Strength (Psi) | 35,000 | 50,000 | 120,000 |
| Compressive Strength (Psi) .001" permanent set | 25,000 | 80,000 | 150,000 |
| Elongation in 1", % minimum | 10 | 5 | 1 |
| Brinell Hardness | 80 | 140 | 300 |
| Shear Strength (Psi) | 27,000 | 35,000 | 100,000 |

* Many other materials giving different properties available.




Engineers in the principal cities in US and Canada.

A CHRYSLER OILITE PRODUCT
SINCE 1929

*the most trusted name in powder metallurgy*

**AMPLEX DIVISION**
CHRYSLER CORPORATION, DETROIT 31, MICHIGAN

* REGISTERED TRADEMARK • ONLY CHRYSLER MAKES OILITE.

BEARINGS • PRECISION PARTS • METAL FILTERS • FRICTION UNITS

AUTOMOTIVE
INDUSTRIES
Goes into
Leading
Plants in the
Automotive
and Aircraft
Industries

one stock split in that year.

Start-up costs in connection with new plants in Glendale, Wis., Lexington, Ky., and Atlanta, Ga., were a substantial factor in the reduced earnings, Mr. Patterson stated, estimating that these charges represented "as much as 30 cents per share after taxes."

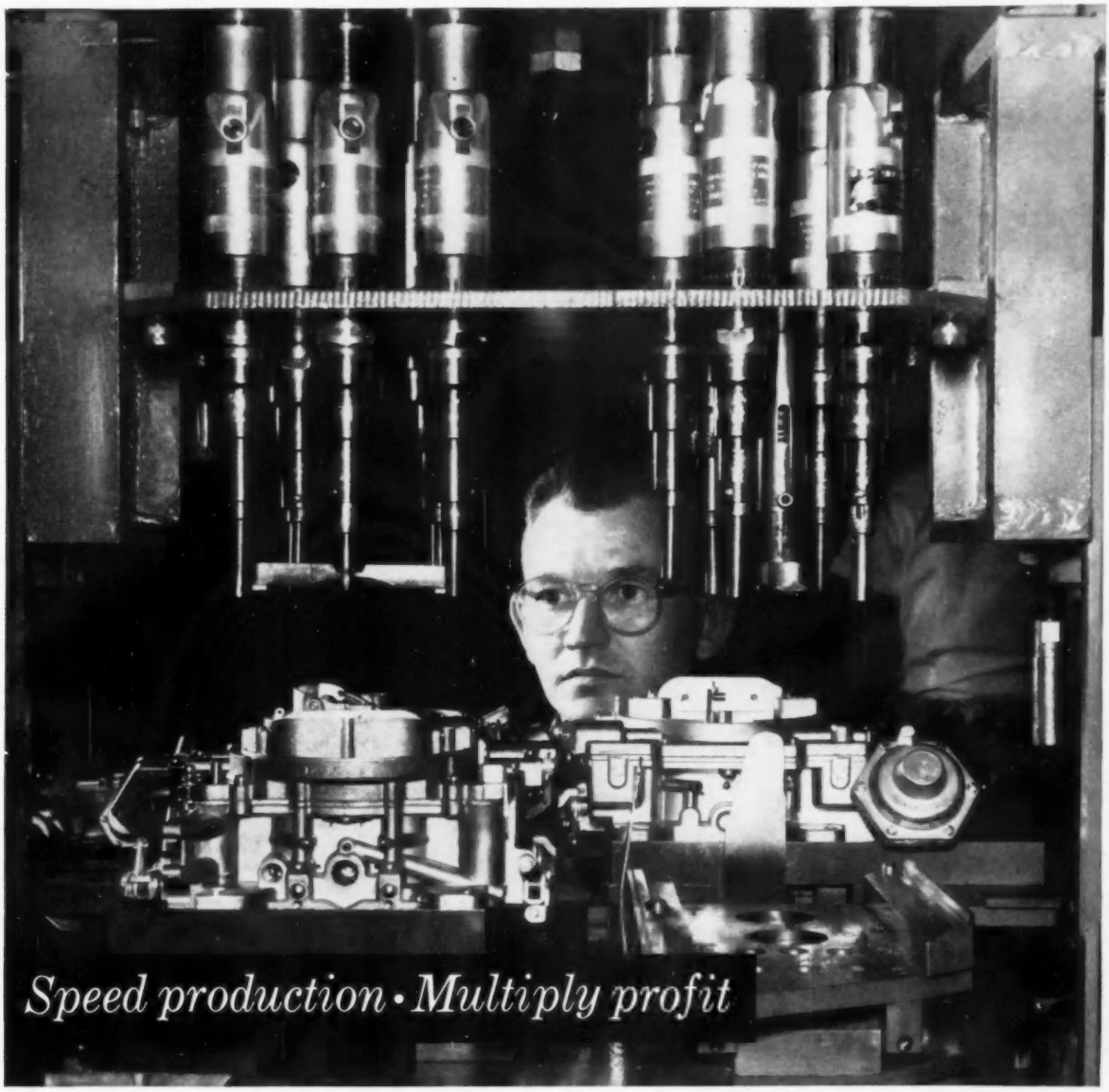
He said that in the four years through 1957, Square D invested $23 million in new plants and facilities with the effect that 50 per cent of the present operations occupy space completed during the period. This expansion program was completed without the sale of stocks or issue of long-term securities and at the end of 1957 there were no outstanding obligations for external financing, the company's president declared. He singled out the Glendale plant completed last year and the Lexington facility now moving into production as being heavily-mechanized, mass-production units "which greatly increase our capacity to produce efficiently and compete effectively."

## Large Carbide Mill Being Installed

Walmet Corp., Detroit, is setting up a new ball mill for blending "larger batches" of such powdered metals as cobalt and carbides of tungsten, titanium and tantalum. Having a capacity of 800 lb, it will be one of the largest units of its kind used for cemented carbide production.

In addition to increasing output by an estimated 30 per cent, product quality is expected to be stepped up. According to E. R. Almdale, president, processing of the powdered metals in large batches has two major advantages. With less need for handling, the chances of getting foreign elements in the mix are reduced. Frequency of analysis and adjustment of processing operations to conform with previously determined characteristics are also minimized.

AUTOMOTIVE INDUSTRIES
KEEPS YOU INFORMED




Team of ten spindles prepares to drive home equal number of screws in this assembly of carburetors at Carter division of ACF Industries Inc., St. Louis, Mo. All fasteners are secured simultaneously at identical torque. Initial cost of Thor multiples is low—so is cost of maintenance.

# THOR MULTIPLE NUT SETTERS AND SCREWDRIVERS

Thor multiples are custom engineered to your order. Any assembly involving two to 22 fasteners can be completed faster, more efficiently—with great labor savings. Product or pattern is no problem. Write today for Thor's complete automation manual on multiple fastener settings. Thor Power Tool Company, Prudential Plaza, Chicago 1, Ill.

Thor PORTABLE POWER TOOLS

Atlanta • Birmingham
Boston • Buffalo • Chicago
Cincinnati • Cleveland
Denver • Detroit • Houston
Indianapolis • Kansas City, Mo.
Los Angeles • Milwaukee
Newark • Long Island City, N.Y.
Philadelphia • Pittsburgh
Richmond • St. Louis
San Francisco • Seattle
Toronto, Canada
Export Division, New York City

**THOR POWER TOOL COMPANY, CHICAGO**

# Leasing of Equipment by Automotive Parts Manufacturers

By William R. Heins, President
United States Leasing Corp.

LEASING equipment to produce goods and services is a growing business concept. A number of automotive parts and accessories manufacturers today rent, rather than own, lathes, presses, cranes, and other types of machinery and equipment. To other parts manufacturers, however, this leasing trend may be something new.

Why leasing? Leasing is no cure-all, no infallible solution to all the financing problems of business. Leasing has certain virtues just as other forms of financing have other virtues. Unlike other financing, however, leasing involves no dilution of ownership or control; it necessitates no periodic cleanup of funds or pledge of receivables. Ordinarily, only the lease rental payments due within one year will appear on the balance sheet. The portion due beyond one year will usually appear only as a footnote.




## Working Capital Freed

The major virtue of leasing is that it frees working capital for: company expansion of sales; taking of all trade discounts; building balanced inventories for seasonal needs; making more credit available to customers; and expanding research and development work.

How does leasing work, and what are the dollars and cents reasons for its adoption by some automotive parts and accessories manufacturers?

To begin with, there is nothing complicated about leasing. The parts manufacturer determines exactly what equipment he wishes to acquire, its cost and supplier, and the tenure of the lease desired. United States Leasing Corp. leases are written on straight line, declining balances, sum of the digits, or any other schedule tailored to suit the lessee's requirements. Lease plans are arranged from one to 10 years, and normally renewal options are available for extended periods.

## Total Cost of Leasing

The total cost of the lease is the original cost of the equipment or facility, plus moderate leasing

(*Turn to page* 358, *please*)

The most imitated piston in the world

*Another* **FIRST** *for*

# DUALOY

## APPLIED ENGINEERING GIVES DUALOY PISTONS

*a* 1 2 *punch*

NOW... to prevent head-burning in single injection fuel systems, DUALOY integrally casts a "hot-spot" in the piston head as a reinforced extension of the armored ring-band carrier.

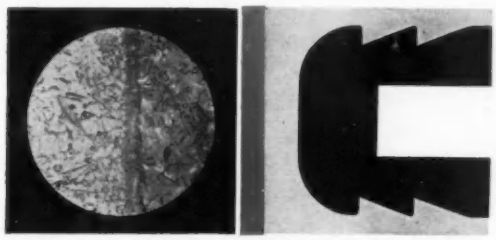
### *THE "HOT-SPOT" PISTON*



The design principle of integrally casting and molecularly bonding a wear resistant armored ring carrier of niresist iron into the body of an aluminum piston was developed and introduced with DUALOY pistons.

Many manufacturers of heavy duty pistons have since adopted this practice as standard design to meet the operating and service requirements of high-compression, high temperature engines.

We solicit the opportunity to show you how special designed DUALOY pistons can improve the operation and performance standards of your heavy-duty engines.



Photomicrograph of Bi-metallic Molecular Bond

Enlarged Cutaway of Ni-resist Armored Ring Band

**UNITED ENGINE & MACHINE COMPANY**

**312 PREDA STREET · SAN LEANDRO, CALIFORNIA**

SILV-O-LITE

BETTER PISTONS SINCE 1922

DUALOY

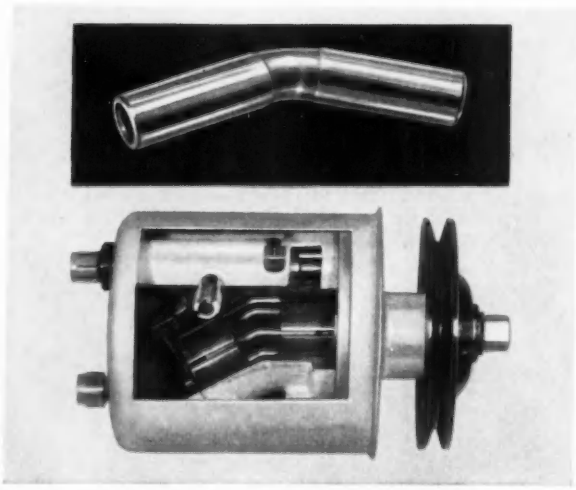
# ...Flange it!
# Flare it!
# Bend it!
# Expand it!



# Republic ELECTRUNITE



**RANGE BURNER MANUFACTURER STEPS OUT** with Republic ELECTRUNITE Mechanical Tubing. Harper-Wyman Company uses it in forming lightweight, easy-to-clean venturi burner tubes. The company subjects ELECTRUNITE to a hairpin bend of 1¼ diameter radius, then a four-way crimp, followed by punching, notching, and welding. Uniform, predictable ductility avoids stretch and collapse as tubing is severely bent and formed. Republic engineers will help you design ELECTRUNITE into your product to speed production, cut costs, and improve performance. Mail the coupon for facts. Or call your Republic representative.



**WHEN IT'S MOVING . . . MAKE IT TUBING**

Republic ELECTRUNITE meets all close tolerance requirements for new Thompson Products automotive pump. Close tolerance, uniformity, ductility, workability — four important performance requirements, all reasons why Republic ELECTRUNITE Mechanical Tubing is used in a new automotive hydraulic power pump assembly. This pump furnishes power for power steering featured by a nationally famous automobile manufacturer. Will-O-Hill Industries, Inc., Willoughby, Ohio, sub-contractor, manufacturers and specialists in close tolerance tubular stampings, cut ⅞-inch diameter ELECTRUNITE into units 2⅜ inches long. Each unit is rolled to form a slight groove in the center and bent to an angle of exactly 150°. Nine such pieces are used in each pump assembly. For additional information, send coupon or write today.



# Mechanical Tubing

## fabricates easily . . . economically . . . with uniformity

Quality makes the big difference!

Republic ELECTRUNITE® Mechanical Tubing is quality-controlled from ore to finished product; produced from highest quality flat-rolled open-hearth steel made in Republic's own mills; carefully inspected to Republic's rigid requirements. Republic Tubing is welded by the exclusive ELECTRUNITE process—a continuous electric weld method that unites the wall under pressure without the addition of foreign or extra metal. Tests prove the ELECTRUNITE weld is as strong or stronger than the original base metal.

Among other advantages, this process assures uniformity of wall thickness, strength, ductility, concentricity, diameter, and physical and mechanical properties. And as the world's largest producer of specialty welded tubing, Republic has the facilities, abilities, and equipment to tailor the tube to your end use. Republic also offers complete tube fabricating facilities.

Let Republic engineers help you select the most economical ELECTRUNITE Tubing to meet your severe processing needs. Call your Republic representative or write today.

# REPUBLIC STEEL

*World's Widest Range of Standard Steels and Steel Products*

**REPUBLIC STEEL CORPORATION**
**STEEL AND TUBES DIVISION**
**DEPT. C-5160**
**252 EAST 131ST STREET • CLEVELAND 8, OHIO**

Please send the following information:
☐ Republic ELECTRUNITE Mechanical Tubing
☐ Fabricating Facilities
☐ Please have a Republic Engineer call

Name_____ Title_____
Firm_____
Address_____
City_____ Zone____ State_____




# HIGH SPEED FORGING

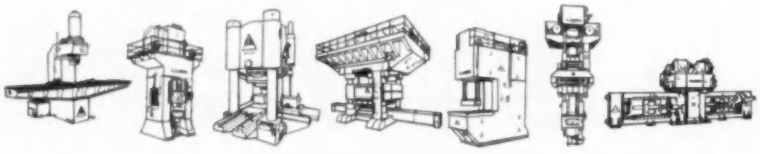
**with a CLEARING Hydraulic**

High speed forging? Exactly. We're talking about presses especially designed for high speed flat die forging—Clearing Hydraulics. These presses with exclusive control systems that provide planishing stroke rates from 60 to 100 SPM are available in capacities from 300 to 5,000 tons and up.

***If you are working with these metals:***

**Zirconium • Stainless • Titanium**
**Alloy Aluminum • Uranium,**

***we can help you increase manufacturing efficiency. Call on a Clearing engineer to discuss your problem.***



**Do Clearing hydraulic presses like these fit into your manufacturing plans? Call or write for Clearing Hydraulic Press Catalog. No obligation.**

**CLEARING PRESSES**

*the way to efficient mass production*

**CLEARING MACHINE CORPORATION** *division of* **U.S. INDUSTRIES, INC.**

*6499 W. 65th Street—Chicago 38, Illinois / Hamilton Division, Hamilton, Ohio*


## Leasing Equipment

(*Continued from page* 354)

charge for the term of the lease. Through leasing, it is possible to finance expansion or modernization without dependence on a company's established banking connections or alternative lines of credit.

Inasmuch as *only* the lease payments due within 12 months appear as a liability on the financial statement, the ratio of current assets to current debt, as well as the ratio of net worth to total debt are affected very little.

But while leasing is simple enough, the easiest method by which a manufacturer can acquire new equipment is to take the cash out of his working capital and use that to make the purchase. Yet, despite the fact that this is simpler, some manufacturers prefer to lease. Why?

### Relative Cost Figures

The answer lies in the relative cost figures. For example, if a parts manufacturer takes $10,000 out of his working capital (or a multiple thereof) and uses that to acquire new equipment, he is obviously paying something for the use of that money. Since every dollar of working capital has earning power, the investment of $10,000 in new equipment must return to the company at least the same profit which the company can earn with this $10,000 in other ways.

How much does the typical manufacturer earn on working capital in the automotive parts and accessories industry? In this industry, the typical manufacturer earns 16.07 per cent net profit on net working capital. These are the Dun & Bradstreet average earnings for net working capital in the industry (see: *Twenty-Five Years of the 14 Important Ratios, Dun & Bradstreet*, 1957, p. 60). These findings jibe closely with the data gathered by United States Leasing Corp. from its own clients.

It is important to bear in mind that the 16.07 per cent refers to profits *after* taxes. Since all of the corporations in the sample are in

the 52 per cent tax bracket, the profit *before* taxes on net working capital is approximately double the figure cited. In short, the typical manufacturer in the automotive parts and accessories business earns annually on his net working capital, about 34 per cent before taxes.

## Elements of Choice

Every manufacturer in the automobile parts and accessories business is, therefore, faced with a simple problem. If he uses his own working capital to buy new equipment, and if his funds earn 34 per cent before taxes, then by buying he is paying 34 per cent for the use of his money tied up in the equipment. This is without regard to the effect of depreciation. Should he do it?

Of course, while this return on net working capital is average for the industry, some manufacturers may earn more, and some may earn less. On the average, an automotive parts manufacturer turns his net working capital about 4.6 times a year. Some manufacturers in this industry may do better; others may not. Obviously, if working capital turns at all, it should mean earnings.

It is important, therefore, that a manufacturer examine his own ratios to see how often his working capital turns, and precisely what the investment of his own working capital in equipment would cost him directly. If outside financing through leasing can be acquired at less cost than the manufacturer's use of his own working capital, then certainly leasing should be considered. If not, it is sounder to buy.

## Profit in Expansion

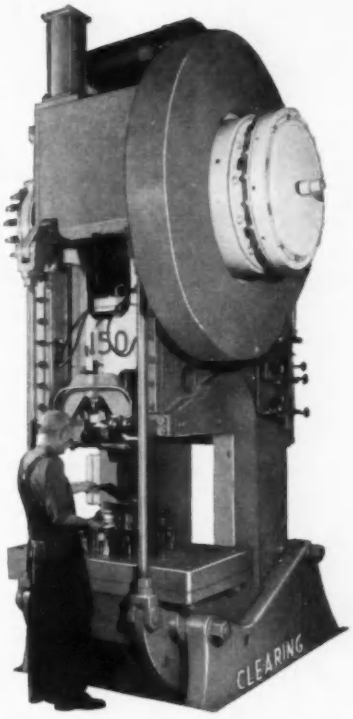
In general, leasing is most beneficial for those companies whose operations could expand profitably if additional working capital, in the form of equipment and machinery, were available at smaller annual expense than through use of their own capital.

Nothing has been said here about the tax advantage in leasing. This is debatable. Actually, the advan-


CLEARING O.B.I.s RELIABLE?

ASK RELIABLE MANUFACTURING COMPANY

When the backbone of your production depends on O.B.I.s, you want machines that you can rely on. That's why Reliable chooses Clearing's. As a contract stamping shop they need dependability and efficiency. Their O.B.I.s range from 75 tons to the 150 ton machine shown here. "Reliable", says Reliable, "That's Clearing."







CLEARING

SERIES-S PRESS SOLVES A TOUGH ONE AT TAIT

Heavy tonnage high up on the stroke—that's what Tait Mfg. Co. in Dayton, Ohio needed to draw stainless steel pressure vessels. The solution was this 250 ton double crank press with a 500 ton drive. Accurate, dependable operation without troublesome maintenance. That's typical of the Clearing Series-S press. Want details and catalog? Just write.

CMC

CLEARING PRESSES

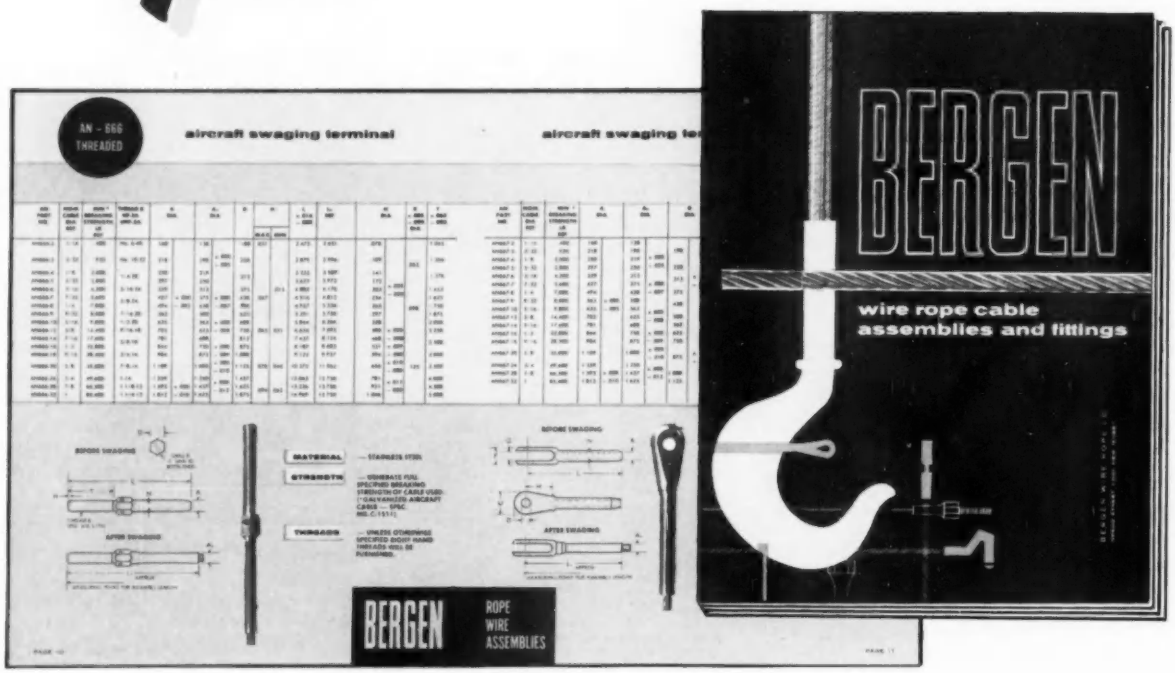
*the way to efficient mass production*

CLEARING MACHINE CORPORATION *division of* U.S. INDUSTRIES, INC.

*6499 W. 65th Street—Chicago 38, Illinois / Hamilton Division, Hamilton, Ohio*

BERGEN FOR STRENGTH

# Free 24 PAGE CABLE ASSEMBLY CATALOG




**COMPLETE SPECIFICATIONS, DRAWINGS, DIMENSIONS, STRENGTHS, MATERIALS FOR EVERY APPLICATION**

Bergen Wire Rope Company's new Assembly Catalog will save you many valuable design hours. In clear, simplified form it presents all the engineering information needed to solve the toughest assembly design problems. Tells you how to meet corrosion, abrasion, fatigue, flexibility, high temperatures, the best and most economical way.

The correct selection of terminals — properly specified wire rope construction — the specification of correct materials — will save operating time, save money in replacements, deliver longer, more satisfactory service.

Send for your FREE copy today and have this information at your fingertips.

Bergen free design engineering service is available to help solve your problems — just ask.

**BERGEN WIRE ROPE COMPANY**
**LODI, NEW JERSEY**

Kindly send me your new FREE cable assembly catalog CA-1.

Company _____

Street _____

City _____ State _____

Signed by _____ Position _____

Manufacturers of _____

**BERGEN**
**WIRE ROPE COMPANY**

51 GREGG STREET, LODI, NEW JERSEY

**SERVING THE LEADERS OF INDUSTRY**

tage of the lease arrangement lies principally in the way it frees dollars, otherwise invested in ownership of fixed assets, for more profitable uses. In some special situations, leasing does offer a tax advantage, but few companies are in those special circumstances.

## Other Possible Advantages

Leasing offers other possible advantages, but these also are only for special situations. Some companies would like to convert fixed assets into current assets. This may be accomplished by selling the asset for cash and immediately leasing it back.

Other companies are faced with a competitor who is using the latest equipment, while they themselves are lagging behind on cost-saving. Here acquisition of new machinery is a must, but financial ratios may not permit outright purchase, or purchase on a conditional sales contract, or even bank borrowing to make the purchase. Leasing offers a tested expedient to accomplish the end desired.

Still other companies hold a tight check-rein on capital expenditures and financial ratios, although the president or division manager may feel it mandatory that certain new equipment or facilities be installed. Even if the equipment is purchased on credit plan, it decreases the ability of the concern to borrow in other directions. The leasing of a fixed asset has a similar effect, but only to the much smaller extent of the annual rental. As a result, leasing meets the problem of the tight check-rein on capital spending or financial ratios without forcing the company to raise more capital.

## Rapid Obsolescence

Again, some companies do not like to face the problem of large investment in equipment when there is a strong possibility of rapid obsolescence. Leasing bypasses the problem of large investment in such equipment and permits a user to acquire the latest and the best on a short-term lease.

Also, the whole problem of inflation has begun to cause some soul-searching in corporate treasurers' offices. For many years, corporations have thought nothing of renting real property, but yet insisted on purchasing machinery and equipment. Due to inflationary pressures, industrial real estate has not only held its value in most instances, but has actually enhanced. Machinery and equipment, on the other hand, must always depreciate in value as it wears out.

If a company expected to expend $2 million on plant and a like amount on equipment, might it not be wise to consider owning its real property and leasing the equipment? Many companies today are finding that the high toll of inflation is causing them to readjust their thinking as to which fixed assets should be purchased and which leased.

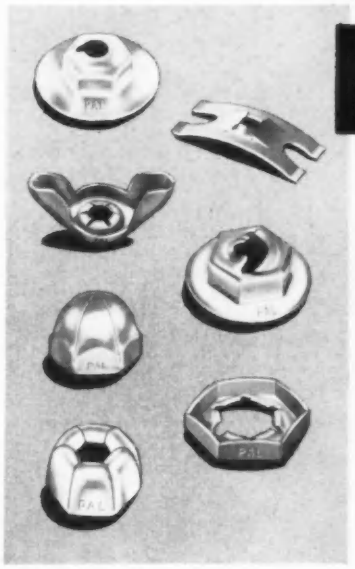
## Business Liquidity

Finally, the desire to maintain business liquidity has led many

(*Turn to page* 364, *please*)


**Use this high-speed assembly method to**

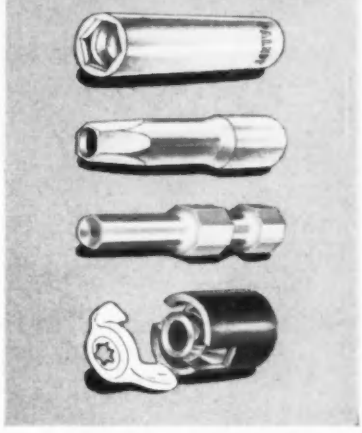
# REDUCE – PARTS – OPERATIONS – COSTS



**Low-Cost PALNUT LOCK NUTS**

**assembled with**

**PALNUT High-Speed MAGNETIC WRENCHES**



Your first savings with PALNUT Lock Nuts start with low price . . . and multiply through simplified, high-speed assembly with PALNUT magnetized sockets, shanks and applicators. Made for all standard power and manual tools, these PALNUT accessories permit picking up, starting and tightening in one high-speed operation. No fumbling with hand starting. Fast, uniform tightening.

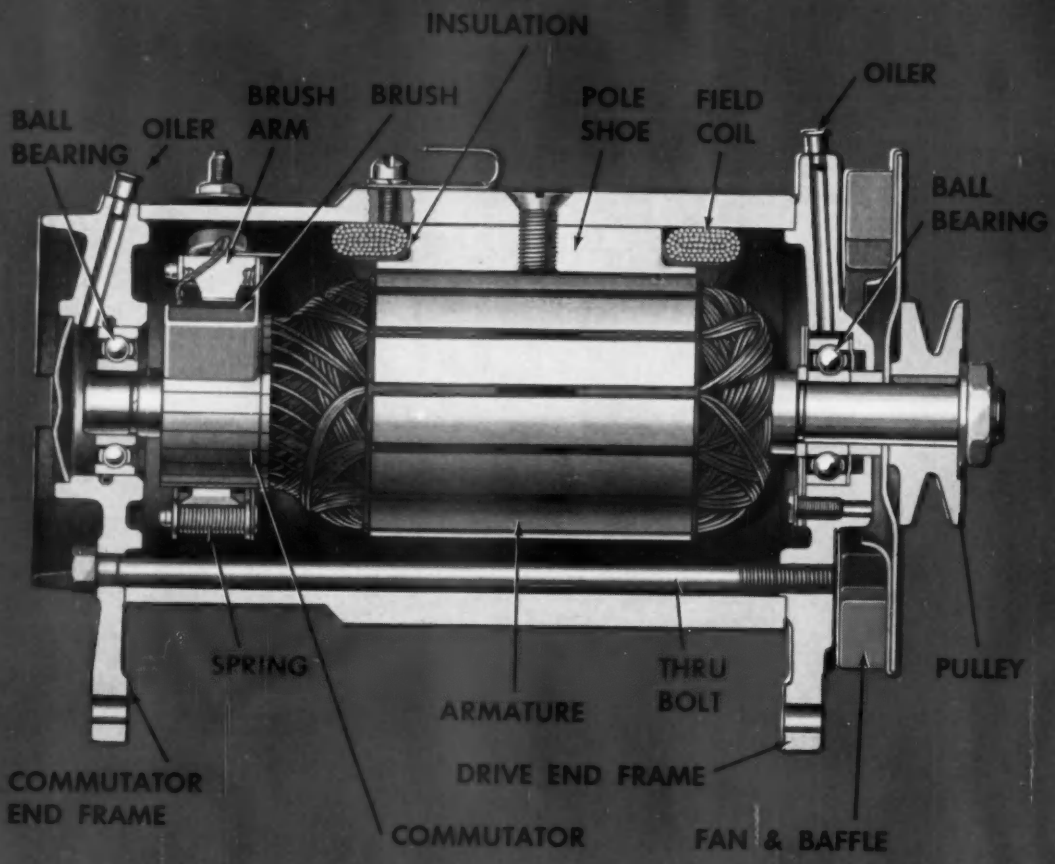
In addition, a single PALNUT Lock Nut replaces one, two, three, even four fastening parts according to application and type used. Self-locking spring grip keeps parts tight under vibration. Many types and sizes offer savings for products in every field.

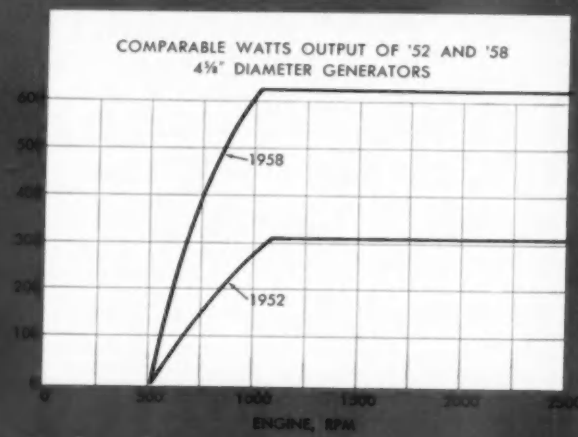
• Write for catalog and booklet showing PALNUT wrenches and assembly methods. Outline application for free samples.

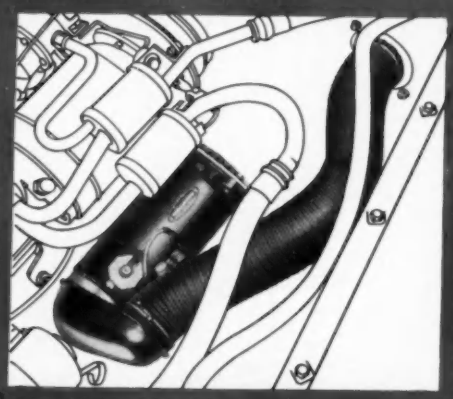
**THE PALNUT COMPANY**
Subsidiary of
United-Carr Fastener Corp.
**60 Glen Road, Mountainside, N. J.**
Detroit office and warehouse:
730 West Eight Mile Road, Detroit 20, Mich.

**PALNUT**
TRADE MARK
**LOCK NUTS**

# PROGRESSIVE ENGINEERING MAKES THE DIFFERENCE



TYPICAL GENERATOR INSTALLATION WITH AIR TUBE

# DELCO-REMY "AIR-CONDITIONED" GENERATOR FOR 1958 GM CARS HAS DOUBLE OUTPUT OF EARLIER MODELS WITHOUT INCREASE IN SIZE

Each new model year finds more and more people buying cars equipped with air-conditioning units. To insure ample power for this popular accessory, Delco-Remy has developed an "air-conditioned" generator having twice the electrical capacity of earlier models of similar size (see graph on facing page).

A unique feature of the 1958 generator is the new commutator end frame with adapter flange which allows the generator to pull cool outside air from the front of the car through an air tube, thus reducing generator temperature.

Other features contributing to increased capacity are ball bearings at *both* commutator and drive ends, improved armature, fan, and pulley construction, and improved brushes—all of which permit safe operation up to 15,000 rpm.

In addition to better cooling and increased armature speeds, the 1958 generators have stronger field currents made possible by Delco-Remy's new double-contact regulators . . . adding still further to the increased output.

These compact 1958 generators with *twice* the output of earlier models are still another example of Delco-Remy progressive engineering at work for you.

DELCO-REMY • DIVISION OF GENERAL MOTORS • ANDERSON, INDIANA

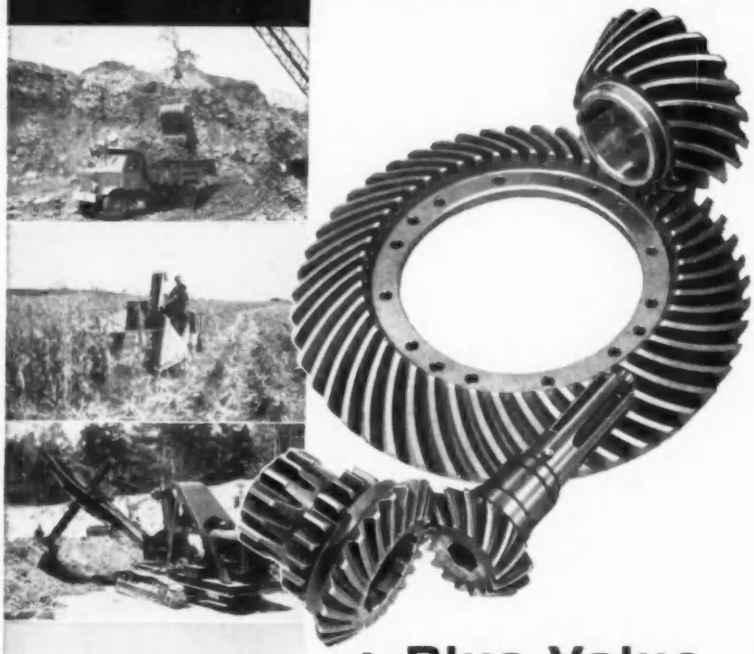
GM GENERAL MOTORS

GENERAL MOTORS LEADS THE WAY—STARTING WITH

Delco-Remy

ELECTRICAL SYSTEMS

# GEARS by FAIRFIELD



## A Plus Value IN ANY PRODUCT!

If GEARS are a vital part of the product you make, there is no finer recommendation for the QUALITY of your product than to be able to say it is equipped with "FAIRFIELD GEARS."

Long producers of the gears needed in high grade trucks and tractors, Fairfield now brings the same standards for GEAR PERFORMANCE to a wide variety of products: Agricultural Implements . . . Power Shovels . . . Machine Tools . . . Diesel Locomotives . . . Road Graders . . . Lift Trucks . . . Road Rollers . . . Pump Drives . . . Winches . . . Military Vehicles . . . and a host of others.

Fairfield's facilities are unexcelled. Here "under one roof" in a new and ultra modern plant, Fairfield has everything needed for producing all kinds of gears: spur . . . herringbone . . . spiral bevel . . . ground tooth spiral bevel . . . straight bevel . . . coniflex bevel . . . hypoid . . . zerol . . . worms and worm gears . . . splined shafts . . . differentials. Get acquainted with Fairfield—your inquiry will receive prompt attention.




Send for illustrated bulletin describing Fairfield's facilities.

**FAIRFIELD**
MANUFACTURING CO.
2303 S. Concord Rd.,
Lafayette, Indiana

For FINE GEARS


## Leasing Equipment

(*Continued from page* 361)

companies to lease instead of buy. In the automotive parts and accessories manufacturing business, the ratio of "quick assets" to current liabilities dropped from 2.99 in the middle of 1954 to 2.50 in the middle of 1957.

This decline of liquidity is in part due to the impact of Federal tax legislation providing for a speed-up of corporate tax payments. In part, it is also due to the greater demand for credit by business customers.

The result is that some manufacturers in the automotive parts and accessories industry have turned to leasing of equipment as one method of conserving working capital. Financial situations will, of course, vary widely from company to company, but the fact that the leasing concept has been adopted by some firms makes it worthy of consideration by others in the field.

# NEW PRODUCTS

(*Continued from page* 318)

### Steering Column Spacer

Doughnut-shaped steering column spacers using Geon vinyl plastisol and foam help cut down sound and vibration in new automobile. The grommet-like fixture fits around the top of the steering column. By the rotational casting method, the part is formed with a tough, durable outer skin of plastisol. Vinyl foam is then injected into the interior cavity and fused in place. Tolerances for the part are extremely close. *B. F. Goodrich Chemical Co.*

**Circle 87 on postcard for more data**

### Preassembled Fasteners

Reliance Springtites, which are screws or bolts with spring washers in position ready for installation in metal fabrication operations are available in screw sizes from No. 4 through No. 12 and in diameters up to ⅜ in., and any practical length. A variety of thread types is also

(*Turn to page* 367, *please*)


REYNOLDS
R
ALUMINUM

***Here are a few process and product examples that demonstrate why Reynolds Aluminum is the most adaptable metal to high-production, low cost automation techniques***

## PROCESSES



**Aluminum die-castings** can be produced in automatic equipment at very high rates of speed. Very close tolerances can be held even when casting intricate designs. A current automatic transmission housing is probably the most dramatic die-casting being produced today. It incorporates three functions—a torque converter housing, a transmission housing and valve body components. Since they are cast as an assembly, the die-casting process assists automation because it does away with the need for machining operations* required for proper alignment when assembling individual castings. Fewer operations reduce the cost and difficulty of mechanically fabricating parts. Die-castings are the most direct route from the ore in the ground to the completed part.

NOTE: *Aluminum alloys are available that can be machined at high speeds and feeds with a low rate of tool wear—another way aluminum aids in automation.



**Impact extrusions** represent another direct route from ore in the ground to fabricated items. Present day technology permits the extrusion of a hot cast slug in a low cost die into a wrought product of complex shape with good physical properties—all in a single press motion. While traditional shapes have been tubular—such as the spark plug tube, the reverse servo piston and transmission reaction shaft—parts containing flanges have also been recently designed and tested. These parts resemble traditional forgings except that they have zero draft.

Good surface finish, low tooling cost, short lead time, consistent high quality and high production rates are definite advantages of aluminum parts produced by the impact extrusion process.



**Hot extrusion** of aluminum components is another fabricating process that lends itself to automation techniques. Here again, tool costs are extremely low and a large number of dies can be used on a single piece of equipment. Hot extrusions again assist in mechanizing metal fabrication by providing a high degree of design complexity in a low cost die to minimize forming and assembly costs. Automotive aluminum extrusions have replaced iron castings and steel stamping in varied applications.

The Finest Products Made with Aluminum are made with REYNOLDS ALUMINUM

## PRODUCTS



**Reynolds Aluminum Strip Conductors** have a tremendous automation potential because nothing is easier to automate than tapes. Reynolds Aluminum Strip Conductors are available either anodized or interleaved. Both types offer advantages of increased electrical performance, lower costs and better availability. Potential automotive uses for Reynolds Aluminum Strip Conductors are coils, cables, wiring harnesses and other applications.



**Reynolds Aluminum Tubed Sheet,** performance-proved in refrigerator evaporators, is another Reynolds developed product that offers a low cost means of mechanized fabrication. Since it is basically discrete welding over large flat surfaces and is done in rolls with patterns actually printed on treated aluminum sheet, it is a material that can be easily and automatically handled in production. With a simple forming and kind of "poofing" it will generate a complex finished product. Reynolds Tubed Sheet offers the advantages of "built-in" heat transfer passageways for gas or liquid right in the sheet.



**Reynolds Aluminum Bright Sheet** offers an outstanding mechanization potential that is different from mild steel sheet because aluminum sheet is available in a roll-brightened form. For example, bumper and other decorative trim stamped from aluminum sheet offer definite savings in finishing costs. Typical chrome plating processes are more elaborate and considerably more expensive than the simple anodizing processes used on aluminum.

**These examples point out just a few of the mechanization potentials of aluminum—process-wise and product-wise. To learn more about aluminum products and how aluminum can be fabricated in fewer steps and at higher rates of speeds than competing materials, consult Reynolds Aluminum Specialists. Their knowledge of aluminum combined with your automotive know-how can add up to both important manufacturing economies and improved components. Contact your nearest Reynolds Office or *Reynolds Metals Company, Fisher Building, Detroit 2, Michigan* or *Reynolds Metals Company, P.O. Box 1800-MX South Third Street, Louisville 1, Kentucky.***

*Watch Reynolds All-Family Television Program "DISNEYLAND", ABC-TV.*

# Reynolds Aluminum

*the metal for automation*

# NEW PRODUCTS

(*Continued from page* 364)

available, along with thread cutting designs which do not require pretapping of the metal into which it is threaded. They can be hopper fed on automated lines. *Reliance Div. of Eaton Mfg. Co.*

**Circle 88 on postcard for more data**

## Changeover Thermostat

A summer-winter changeover thermostat designed for use on combination heating and cooling air conditioning units will sense the temperature of the supply media and reverse the control action of the room thermostat sensing element to comply with the flow of either hot or chilled water. It also has applications in process control.

Its switch action is single-pole, double-throw snap-acting. It has a non-adjustable control point setting at 70 degrees and a fixed differential of approximately 15 degrees. The device is factory sealed to prevent condensation from forming on its contacts. It may be mounted in any position and comes equipped with mounting strapped for easy installation. *Barber-Colman Co.*

**Circle 89 on postcard for more data**

## Leakproof Ball Valve

A leakproof ball valve seals against flow from both directions and requires no lubrication. The valve can be used in a variety of services including flow control of high octane gasolines, butane and propane, alkalis or caustics, synthetic fuels, penetrating gases, alcohol and helium.

Features of the valve include a full pipe area through the body to eliminate pressure loss and turbulence; quarter turn opening and closing and a minimum number of parts. The upstream and downstream seal is obtained by suspending the chrome-plated ball between seats of Teflon. The valves are made of semi-steel and carbon-steel with screwed or flanged ends. They are available in a range of sizes from ½ to 6 in. in diameter and operate in temperatures up to 400 F. Reduced port sizes are obtainable when for use where full flow is not essential. *W-K-M Div., ACF Industries, Inc.*

**Circle 90 on postcard for more data**


THERE MUST BE AN EASIER WAY



—AND THERE IS WITH . . .

MIDLAND

WELDING NUTS

The Midland Steel Products Company is constantly developing new, progressive ideas to improve the efficiency of its fine products. It pioneered the *Midland Welding Nut,* for example, and so successful was this application in its own shops that this labor-saving device has been made available to others.

If you are a manufacturer of metal parts or products and have fastening, fabricating or assembling problems, you may find Midland Welding Nuts just the solution you've been looking for. The Nuts are easily welded into position for the lifetime of the product. You can be assured of correct fit, even in the most awkward, hard-to-reach places. Bolts turn easily into the applied nuts. Thus, heretofore two-man operations can be handled by one man in most instances. Weld-nut equipped parts will be preferred by your customers for they will find them cost-saving and trouble-free, cutting down assembly time. Too, you can be sure that your parts will be properly assembled without the risk of rattles.

A few minutes' time in checking the assembly problems of your customers will be profitable to you. Midland Welding Nuts are low in cost, can give you a definite advantage over competition. This practical application is recognized internationally and endorsed by many designers of the finest products.

MIDLAND-ROSS CORPORATION

Executive Offices: Cleveland 1, Ohio

Formerly THE MIDLAND STEEL PRODUCTS COMPANY

Cleveland • Detroit • Owosso, Michigan

And J. O. ROSS ENGINEERING CORPORATION

New York City, N. Y.

Including John Waldron Corporation • Midwest Piston Corporation • Ross Engineering of Canada, Limited Andrews & Goodrich, Incorporated

# DIRECTORY OF MANUFACTURERS

(*Continued from page 286*)

OSHKOSH Motor Truck, Inc., Oshkosh, Wis.
PETERBILT Motors Co., Oakland 5, Calif.
REO Motors, Inc., Div. of Bohn Aluminum & Brass Corp., Lansing 20, Mich.
STUDEBAKER Div., Studebaker-Packard Corp., South Bend 27, Ind.
TRUCKSTELL Mfg. Co., Cleveland 14, Ohio.
WALTER Motor Truck Co., Ridgewood, L. I., N. Y.
WARD LA FRANCE Truck Corp, Elmira Heights, N. Y.
WHITE-FREIGHTLINER, see Freightliner Corp.
WILLYS Motors Inc., Toledo 1, Ohio.

## INTEGRAL BUSES

For details of their products see pages 154-155.
CROWN Coach Corp., Los Angeles 21, Calif.
FITZJOHN Coach Co., Muskegon, Mich.
FLXIBLE Co., Coach Div., Loudonville, Ohio.
FLXIBLE-TWIN COACH, see Fixible Co.
GMC Truck & Coach Div., General Motors Corp., Pontiac 11, Mich.
MACK Trucks Inc., Plainfield, N. J.
SOUTHERN COACH Mfg. Co., Inc., Evergreen, Ala.

## WHEEL TRACTORS

For details of their products see pages 156-161.
ALLIS-CHALMERS Mfg. Co., Milwaukee 1, Wis.
BROCKWAY Tractor Co., Chagrin Falls, Ohio.
J. I. CASE Co., Racine, Wis.
CATERPILLAR Tractor Co., Peoria 8, Ill.
COCKSHUT Farm Equipment Ltd., Brantford, Canada.
JOHN DEERE Waterloo Tractor Works, Deere Mfg. Co., Waterloo, Iowa.
JOHN DEERE Dubuque Tractor Works, Deere Mfg. Co., Dubuque, Iowa.
Tractor & Implement Div., FORD Motor Co., Birmingham, Mich.
INTERNATIONAL Harvester Co., Chicago 1, Ill.
MASSEY - HARRIS - FERGUSON, Ltd., Toronto 3, Canada.
McCORMICK, See International Harvester Co.
MINNEAPOLIS-MOLINE Co., Minneapolis 1, Minn.
OLIVER Corp., Charles City, Iowa.
OLIVER Corp., Plant No. 2, South Bend 21, Ind.
R. H. SHEPPARD CO., Inc., Hanover, Pa.
TIGER Tractor Corp., Keyser, W. Va.

## GASOLINE ENGINES

For details of their products see pages 198-207.
ALLIS-CHALMERS Mfg. Co., Milwaukee 1, Wis.
ARNOLT Corp., Warsaw, Ind.
BRENNAN Motor Mfg. Co., Syracuse 2, N. Y.
CHEVROLET Motor Div., General Motors Corp., Detroit 2, Mich.
CHRIS-CRAFT Corp., Algonac, Mich.
CHRYSLER Corp., Marine Engine Div., Detroit, Mich.
CLIMAX Engine Mfg. Co., Clinton, Iowa.
CONTINENTAL Motors Corp., Muskegon, Mich.
DEARBORN Marine Engines, Inc., Royal Oak 4, Mich.
DODGE Division, Chrysler Corp., Detroit 31, Mich.
FLAGSHIP, see Owens Yaught Co., Inc.
FORD Motor Co., Dearborn, Mich.
GMC Truck & Coach Div., General Motors Corp., Pontiac 11, Mich.
GRAY MARINE Motor Co., Detroit 7, Mich.
HALL-SCOTT Inc., Power Div., Berkeley 10, Calif.
HERCULES Motors Corp., Canton 2, Ohio.
INTERNATIONAL Harvester Co., Construction Equipment Div., Melrose Park, Ill.
LATHROP Engine Div., Burmeister & Wain American Corp., Mystic, Conn.
LE ROI Div., Westinghouse Air Brake Co., Milwaukee 1, Wis.
MACK Trucks Inc., Plainfield, New Jersey.
MINNEAPOLIS-MOLINE Co., Minneapolis 1, Minn.
NORSEMAN Marine, Oshkosh, Wis.
OLIVER Corp., Charles City, Iowa.
OLIVER Corp., Plant #2, South Bend 21, Ind.
OWENS YAUGHT Co., Inc., Baltimore 22, Md.
PALMER Engine Co., Cos Cob, Conn.
RED WING Marine Corp., Red Wing, Minn.
REO Div., The White Motor Co., Lansing 20, Mich.
SCRIPP'S Motor Co., Detroit 8, Mich.
STERLING Engine Co., Div. of Sterling Precision Instrument Corp., Menominee, Mich.

(*Turn to page 371, please*)

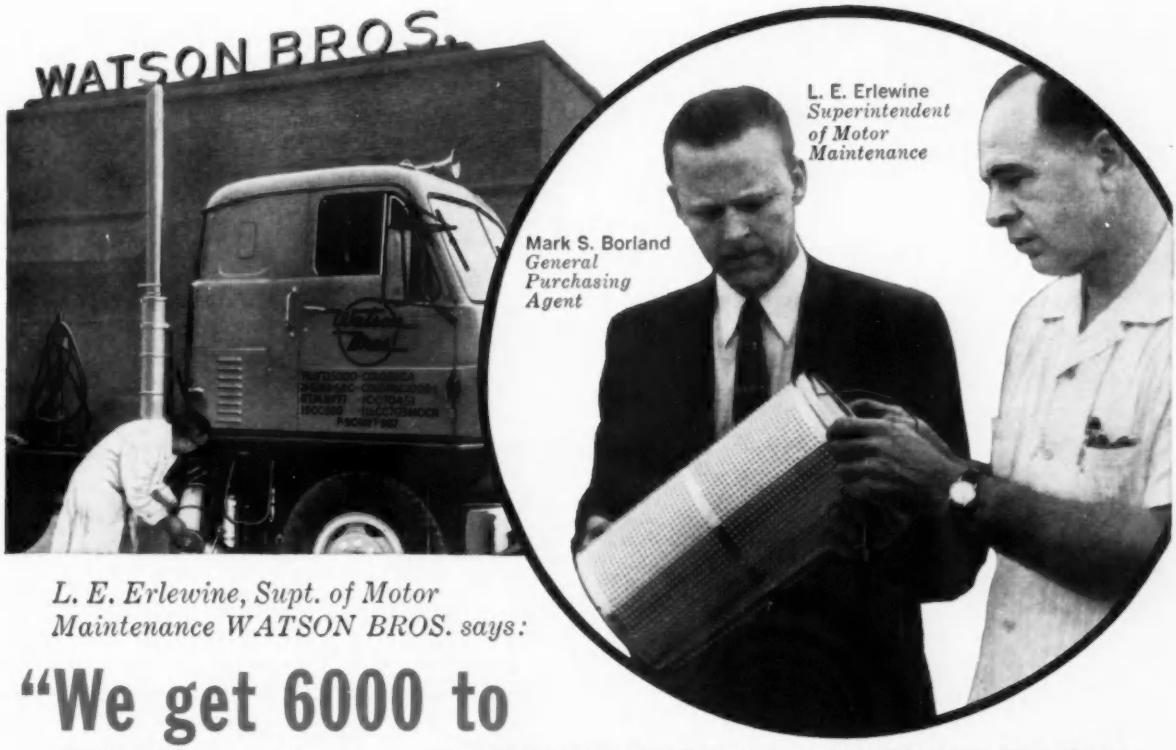




*"Tappets are our business"*

**JOHNSON Jp PRODUCTS INC.**

MUSKEGON, MICHIGAN




*L. E. Erlewine, Supt. of Motor Maintenance WATSON BROS. says:*

# "We get 6000 to 8000 miles of EFFECTIVE FILTRATION from a single DIESELPAK"*

**Here's powerful proof that superior performance COSTS LESS than ineffective substitutes**

Only LUBER-FINER DIESELPAK, with its *exclusive* specially processed media, removes oil contaminants *effectively*—FAR LONGER THAN ANY SUBSTITUTE PACK.

DIESELPAK—designed expressly for use with H.D. detergent compounded oil—removes not only injurious suspended solids, but also colloidal impurities (often more destructive) *without affecting the additives.*

Thus LUBER-FINER DIESELPAK

1. COSTS LESS than ineffective substitutes because it gives MORE MILES of *effective filtration.*
2. Also ADDS THOUSANDS OF MILES to ENGINE AND OIL LIFE because its exclusive engineered protection CLEANS OIL FASTER AND KEEPS IT CLEAN LONGER.

**STANDARD AND OPTIONAL EQUIPMENT**—On leading Diesel Trucks, Tractors and Stationary Engines.

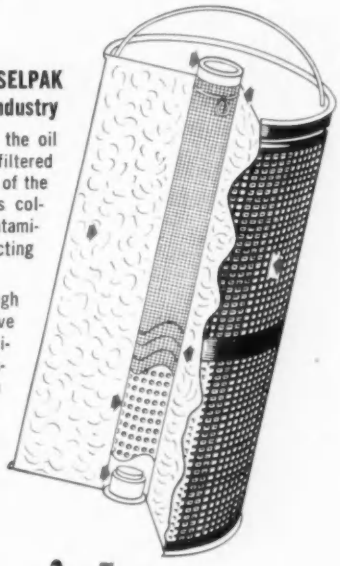
* A typical statement of many users, engineers, and original equipment manufacturers on file.

**VISUAL PROOF why DIESELPAK is The Standard of the Industry**

Positive end seals prevent the oil from by-passing. The oil is filtered through the patented media of the DIESELPAK which removes colloidal particles and other contaminants without adversely affecting the additives.

The oil then passes through several layers of protective fibrous material which is scientifically engineered to positively prevent media from migrating into the engine.

World renowned engineered protection is enjoyed only by the users of the genuine LUBER-FINER "DIESELPAK."

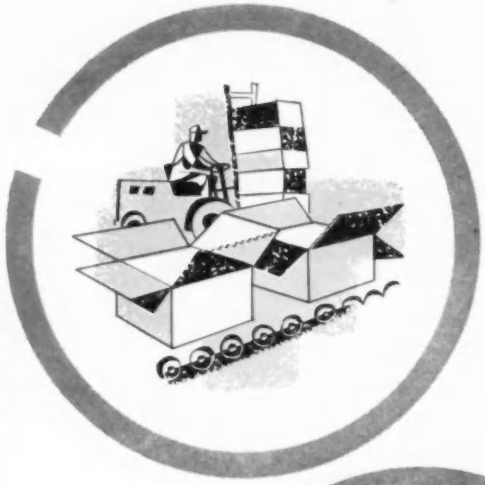


Luber-finer

**WRITE FOR INFORMATION**—how to get MORE MILES of effective lubrication at LESS COST. Dept. 22.

**LUBER-FINER, INC.**
2514 South Grand Avenue, Los Angeles 7, California





# RING SERVICE

## that stays ahead of your production deadlines

Nothing succeeds like *timing* . . . especially in a mass production world where output can be measured by the minute! That's why McQuay-Norris service includes unusual precautions to assure delivery *when* and *as* specified!

Call us. We're ready to serve you.

**McQUAY-NORRIS**
**MANUFACTURING CO.** St. Louis • Toronto

*Largest Producer of Small Rings in the Automotive Industry*

# DIRECTORY OF MANUFACTURERS

(*Continued from page 368*)

STUDEBAKER Div., Studebaker-Packard Corp., South Bend 27, Ind.
UNIVERSAL Motor Co., Oshkosh, Wis.
WAUKESHA Motor Co., Waukesha, Wis.
WILLYS Motors, Inc., Toledo 1, Ohio.
WISCONSIN Motor Corp., Milwaukee 46, Wis.
WITTE Engine Works, Oil Well Supply Div., United States Steel Corp., Kansas City 26, Mo.

## DIESEL ENGINES

For details of their products see pages 208-215.
ALLIS-CHALMERS Mfg. Co., Milwaukee 1, Wis.
AMERICAN MARC, Inc., Inglewood, Calif.
ATLAS, see White Diesel Engine Div., White Motor Co.
CATERPILLAR Tractor Co., Peoria, Ill.
CONTINENTAL Motors Corp., Muskegon 82, Mich.
CUMMINS Engine Co., Inc., Columbus, Ind.
Detroit Diesel Engine Div., General Motors Corp., Detroit 28, Mich.
DEUTZ, see Diesel Energy Corp.
Diesel Energy Corp., New York 5, N. Y.
FAIRBANKS, MORSE & Co., Chicago 5, Ill.
FORD Motor Co., Dearborn, Mich.
GENERAL MOTORS, see Detroit Diesel Eng. Div.
GRAY MARINE Motor Co., Detroit 7, Mich.
Harnischfeger Corp., Diesel Div., Crystal Lake, Ill.
HERCULES Motors Corp., Canton 2, Ohio.
HILL Diesel Engine Div., Berry-Hill Corp., Providence 5, R. I.
INTERNATIONAL Harvester Co., Construction Equipment Div., Melrose Park, Ill.
MACK Trucks, Inc., Plainfield, N. J.
MERCEDES-BENZ, see Utica-Bend Corp.
MINNEAPOLIS-MOLINE Co., Minneapolis 1, Minn.
MURPHY Diesel Co., Milwaukee 14, Wis.
OLIVER Corp., Charles City, Iowa.
OLIVER Corp., Plant No. 2, South Bend 21, Ind.
D. W. ONAN and Sons, Inc., Minneapolis 14, Minn.
P&H, see Harnischfeger Corp., Diesel Div.
RED WING Marine Corp., Red Wing, Minn.
SCRIPPS Motor Co., Detroit 8, Mich.
R. H. SHEPPARD Co., Inc., Hanover, Pa.
STERLING Engine Co., Div. of Sterling Precision Instrument Corp., Menominee, Mich.
SUPERIOR, See White Diesel Engine Div., White Motor Co.
Utica-Bend Corp., Utica, Mich.
WAUKESHA Motor Co., Waukesa, Wis.
White Diesel Engine Div., White Motor Co., Springfield 99, Ohio
WITTE Engine Works, Oil Well Supply Div., United States Steel Corp., Kansas City 26, Mo.

## SMALL GASOLINE ENGINES

For details of their products see pages 216-217.
BRIGGS & STRATTON Corp., Milwaukee 1, Wis.
CLINTON Machine Co., Maquoketa, Iowa.
CONTINENTAL Motors Corp., Detroit 14, Mich.
CUSHMAN Motor Works, Inc., Lincoln 1, Neb.
GRAVELY Tractors, Inc., Dunbar, W. Va.
HOMELITE Div., Textron, Inc., Port Chester, N. Y.

(*Turn to page 372, please*)




**serving the new "Air Ride"**

**Chemiseal® Nylon Pressure Tubing outperforms metal at a fraction of the cost.**

This light, strong, flexible tubing connects the various components of the pneumatic system which provides the new "Air Ride" offered by 1958 motorcars. In this job, it meets stringent performance requirements at a fraction of the cost of metal tubing with required flexible couplings and intermediate fittings. It saves assembly time and costs, too, because it's easier to install.

Chemiseal Nylon Pressure Tubing is available in 1000 psi and 2500 psi grades, which conform to J.I.C. specifications for low and medium pressures. Advantages include: high pressure rating at low cost; long flex and vibrational life; resistant to oils, greases, solvents, chemicals; wide service temperature range; crush and abrasion resistant; adaptability to standard metallic fittings. Other feasible automotive applications include: automatic lubrication systems, fuel lines, oil lines, hydraulic systems.

**For prompt service,** contact one of The Garlock Packing Company's 30 sales offices and warehouses in the U. S. and Canada, or write

**United States Gasket Company**
Camden 1, New Jersey

United States Gasket *Plastics Division of* GARLOCK




# save dollars

*with this sense-making idea*

**LITERALLY** thousands of dollars can be saved through the practical application of basic bolt making principles in designing and specifying fasteners.

In the actual case shown, savings were pyramided through reduced inventory, handling, purchasing and production time; while one part was eliminated entirely.

To make this basic information available, Buffalo Bolt Company has drawn on over 100 years of experience to put together a digest of these principles.



**You'll find them** in our new booklet, "How to specify fasteners . . . and save". Filled with drawings and charts, it makes a handy guide in designing or buying any headed parts.

If you can use a copy, write to North Tonawanda or ask a Field Representative.




**BUFFALO BOLT COMPANY**

*Division of Buffalo-Eclipse Corporation*

**North Tonawanda, N. Y. • Princeton, Illinois**

MAKING BOTH FASTENERS AND FRIENDS FOR 100 YEARS

● *3 convenient service centers*

**WESTERN OFFICE** Chicago HArrison 7-2178 | **EASTERN OFFICE** New York City REctor 2-1888 | **CENTRAL OFFICE** North Tonawanda JAckson 2400 (Buffalo)


## DIRECTORY OF MANUFACTURERS

(*Continued from page* 371)

JACOBSEN Mfg. Co., Racine, Wis.
KOHLER Co., Kohler, Wis.
LAUSON Engine Div., Tecumseh Products Co., New Holstein, Wis.
McCULLOCH Motors Corp., Los Angeles 45, Calif.
MUSTANG Motor Products Corp., Glendale 4, Calif.
D. W. ONAN & Sons, Inc., Minneapolis 14, Minn.
LAUSON - POWER PRODUCTS Parts Depot, Tecumseh Products Co., Grafton, Wis.
WEST BEND Aluminum Co., Hartford Div., Hartford, Wis.
WISCONSIN Motor Corp., Milwaukee 46, Wis.

### DIESEL ENGINES FOR DIESEL-ELECTRIC LOCOMOTIVES

For details of their products see page 217.
ALCO Products, Inc., Schenectady 5, N. Y.
COOPER-BESSEMER Corp., Mt. Vernon, Ohio.
ELECTRO-MOTIVE Div., General Motors Corp., La Grange, Ill.
FAIRBANKS, MORSE & Co., Chicago 5, Ill.

### OUTBOARD MOTORS

For details of their products see pages 218-219.
AMERICAN MARC, Inc., Inglewood, Calif.
BUCCANEER, see Gale Products Div., Outboard Marine & Mfg. Co.
CHAMPION Motors Co., Minneapolis 13, Minn.
ELGIN, see West Bend Aluminum Co., Hartford Div.
EVINRUDE Motors Div., Outboard Marine & Mfg. Co., Milwaukee 16, Wis.
FLAMBEAU, see Metal Products Corp.
JOHNSON Motors Div., Outboard Marine Corp., Waukegan, Ill.
Gale Products Div., Outboard Marine & Mfg. Co., Galesburg, Ill.
Kiekhaefer Corp., Fond du Lac, Wis.
MERCURY, see Kiekhaefer Corp.
Metal Products Corp., Milwaukee 12, Wis.
Muncie Gear Works, Inc., Muncie, Ind.
NEPTUNE, see Muncie Gear Works, Inc.
OLIVER Outboard Motors Div., Oliver Corp., Battle Creek, Mich.
SCOTT-ATWATER MFG. CO., Minneapolis 13, Minn.
WEST BEND Aluminum Co., Hartford Div., Hartford, Wis.

### U. S. CIVIL AND MILITARY AIRCRAFT

For details of their products see pages 244-245, 248-249.
ACME, see Aircraft Marine Engineering Co.
Aircraft Marine Engineering Co., Van Nuys, Calif.
BEE AVIATION Associates, Inc., San Diego 9, Calif.
BEECH Aircraft Corp., Wichita 1, Kan.
BOEING Airplane Co., Seattle 24, Wash.
CALL AIR, Afton, Wyo.
CESSNA Aircraft Co., Wichita, Kan.
CHAMPION Aircraft Corp., Osceola, Wis.
CHANCE VOUGHT Aircraft, Inc., Div. United Aircraft Corp., Dallas, Tex.
COLONIAL Aircraft Corp., Sanford, Me.
CONVAIR Div., General Dynamics Corp., San Diego 12, Calif.
DOUGLAS Aircraft Co., Inc., Santa Monica, Calif.

(*Turn to page* 376, *please*)




**FREE SAMPLES FOR ENGINEERING TEST**

Spirolox has proven the solution for hundreds of manufacturers. *Test samples* may give you the answer to your problems — or demonstrate there is a better way. Test samples of Circolox, Ramco's newest development in retaining rings are also available. Send us blueprints or sizes needed for tests — and we'll gladly send samples of both types, plus Data Bulletins. Write Ramsey Corporation, subsidiary of Thompson Products, Inc., Dept. H, St. Louis 8, Missouri.



# SpirOlox / CircOlox RETAINING RINGS

THE BETTER WAY TO HOLD PARTS TOGETHER!

THE RIGHT RETAINING RING FOR EVERY REQUIREMENT

**RAMSEY CORPORATION,** St. Louis 8, Mo.
a subsidiary of **Thompson Products, Inc.**

R-867

NOTHING'S LEFT . . . TO CHANCE

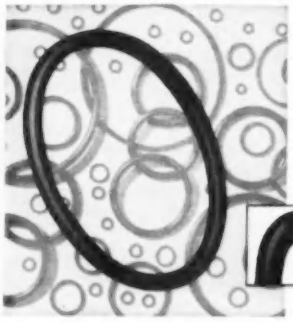
WHEN YOU Specify CRITICAL SEALS by Goshen Rubber



TETRASEALS

*save money with seals of rectangular section design.*

Precision-cut to extremely fine tolerances, TETRASEALS provide the answer to better dynamic sealing at lower cost. Resulting from precision fabricating methods developed exclusively by Goshen, TETRASEALS not only are equal in quality to standard O-rings, but are interchangeable with them . . . use the same groove.



O-RINGS OF SILICONE

Now, dimensions and tolerances of AN, MS, SAE, JIC and NAS are met consistently with standard tooling from compounds useful over a temperature range of —80° F to +500° F. Non-toxic, too. Lower unit costs, fewer rejects, faster delivery, are other advantages.

TETRASEALS and O-rings by Goshen are available in natural, synthetic and silicone rubber compounds to meet MIL, AMS, SAE, ASTM and industrial specifications.

*When it comes to critical seals, come to Goshen.*

*Send for Literature*

☐ TETRASEALS ☐ GORLUBE (Low Friction Treatment)
☐ O-RINGS ☐ GROMMETS

Goshen Rubber Co., INC.
2738 S. TENTH ST. GOSHEN, INDIANA

# The Business Pulse

(*Continued from page* 304)

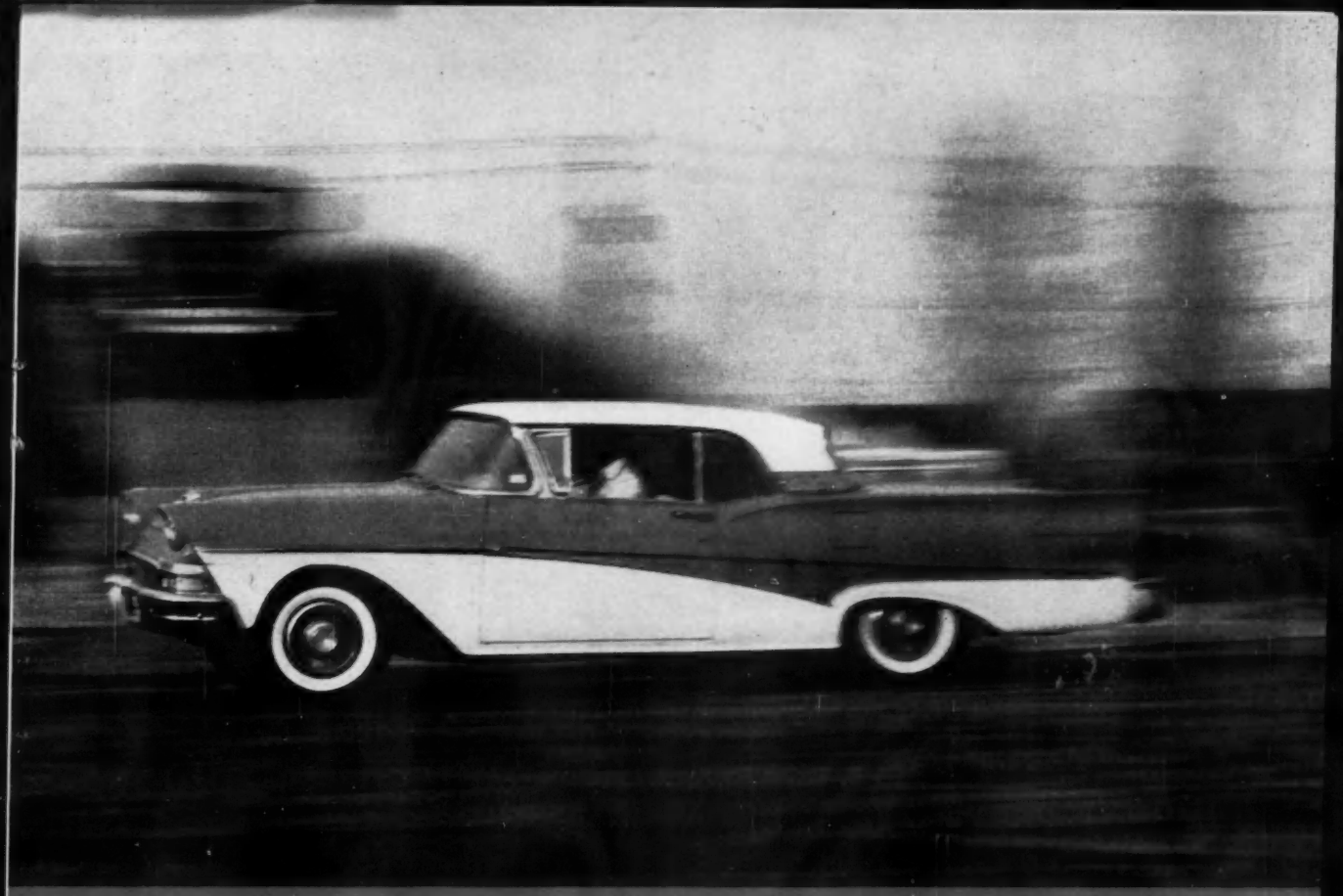
ture also stems from the belief that the need for such steps has not yet been demonstrated. It, too, is anxious to avoid action which could prove costly in terms of currency depreciation later on. Its problem is, however, more difficult than that faced by the Federal Reserve, since as a political body it is fair game for opposition charges of "do nothing" and indifference to the plight of the unemployed. And such charges have come with increasing frequency of late.

In response to criticism, President Eisenhower has made it plain that he does not believe the economy will experience a serious downturn, and he has repeatedly stated that he expects conditions to be much improved by midyear. There is "every indication," he said recently, "that March will commence to see the start of a pick-up in job opportunities. That should mark the beginning of the end of the downturn in our economy, provided we apply ourselves with confidence to the job ahead."

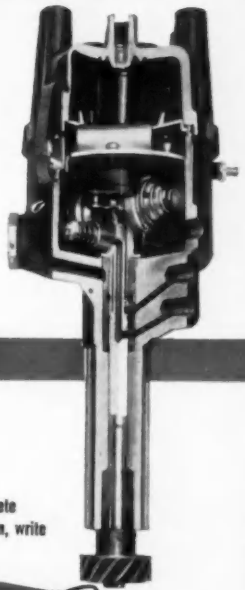
## March a Significant Month

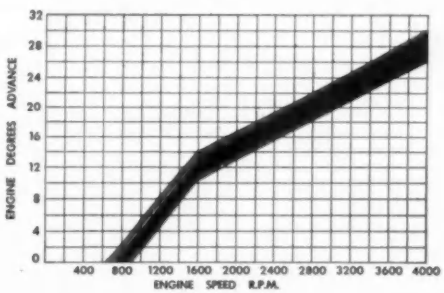
The wisdom of such an explicit statement has been rather widely questioned, for the practical consequence (rightly or wrongly) has been to focus attention on March as a month of particular significance. If improvement does not come in a form which can be recognized by the public—and this certainly is easily possible—disappointment and perhaps an impairment of sentiment could ensue, which would only aggravate difficulties. The President subsequently made a clarifying statement, saying that he regretted the degree of emphasis which had been given to March as a critical month. It is impossible to judge, however, whether this clarification has been adequate to divert national attention from March performance as being particularly significant.

The possibility of public disappointment during March is heightened by the fact that statistics on March conditions (even if they are favorable) will not be published until April. Meanwhile, the newspapers will be carrying reports on February activity, and these will almost certainly be as unencouraging as anything published to date, and perhaps more so. As a reflection of economic tendencies alone, there are indications that February data for such things as industrial production, retail trade, and unemployment would have been less favorable than January reports, but in addition bad weather interrupted some activities to a serious extent during the latter part of the month. Thus, prospects for an improvement in the character of business news during March are not especially good. It is far from assured, moreover, that they will be any better in April, for conclusive signs of a bottoming-out of the recession are still nonexistent.

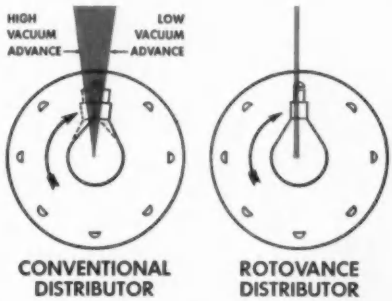


**IN-USE AND LAB TESTS PROVE HOLLEY ROTOVANCE DISTRIBUTOR MOST ACCURATE TIMING INSTRUMENT YET DESIGNED FOR AUTOMOBILE AND TRUCK ENGINES. ELIMINATION OF VIBRATION IN BREAKER PLATE INCREASES ENGINE EFFICIENCY AND HORSEPOWER THROUGHOUT ALL STAGES OF ENGINE ADVANCE.**






The elimination of breaker plate wobble or vibration in the Rotovance Distributor provides a timing accuracy not possible with other types of distributors. Solid black area in graph above indicates the timing limits allowed by Rotovance, while red area represents limits of other distributors tested.




By advancing the cam for all engine requirements, perfect rotor register is obtained. The red area in the diagram at left shows how rotor register is inaccurate during high and low engine peaks. Rotor register is perfect throughout the entire engine advance with the Holley Rotovance Distributor.

For complete information, write

**HOLLEY**
*Carburetor Co.*

**11955 E. NINE MILE ROAD**
**WARREN, MICHIGAN**

FOR MORE THAN HALF-A-CENTURY—ORIGINAL EQUIPMENT MANUFACTURERS FOR THE AUTOMOTIVE INDUSTRY

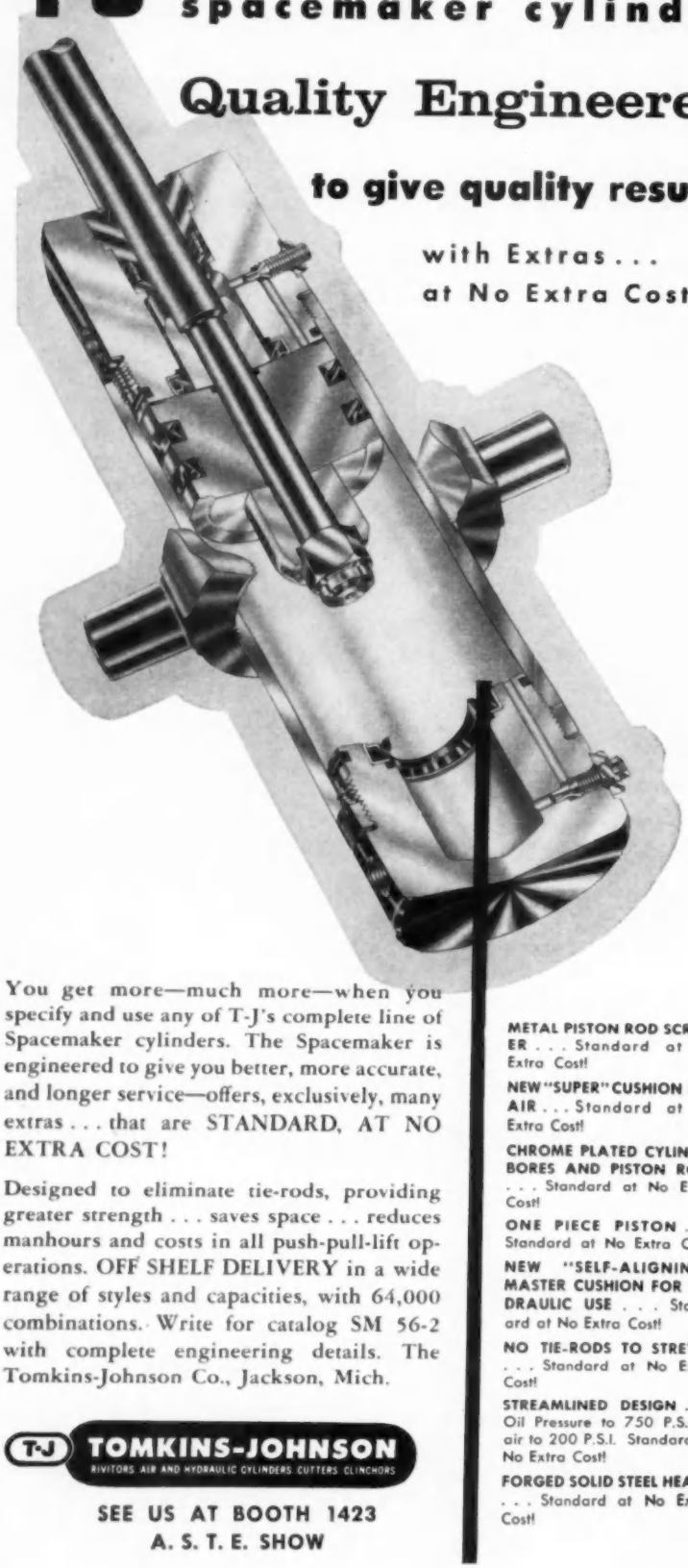
I-27

# T-J spacemaker cylinder

## Quality Engineered

### to give quality results

with Extras . . .
at No Extra Cost!



You get more—much more—when you specify and use any of T-J's complete line of Spacemaker cylinders. The Spacemaker is engineered to give you better, more accurate, and longer service—offers, exclusively, many extras . . . that are STANDARD, AT NO EXTRA COST!

Designed to eliminate tie-rods, providing greater strength . . . saves space . . . reduces manhours and costs in all push-pull-lift operations. OFF SHELF DELIVERY in a wide range of styles and capacities, with 64,000 combinations. Write for catalog SM 56-2 with complete engineering details. The Tomkins-Johnson Co., Jackson, Mich.

**METAL PISTON ROD SCRAPER** . . . Standard at No Extra Cost!

**NEW "SUPER" CUSHION FOR AIR** . . . Standard at No Extra Cost!

**CHROME PLATED CYLINDER BORES AND PISTON RODS** . . . Standard at No Extra Cost!

**ONE PIECE PISTON** . . . Standard at No Extra Cost!

**NEW "SELF-ALIGNING" MASTER CUSHION FOR HYDRAULIC USE** . . . Standard at No Extra Cost!

**NO TIE-RODS TO STRETCH** . . . Standard at No Extra Cost!

**STREAMLINED DESIGN** . . . Oil Pressure to 750 P.S.I.—air to 200 P.S.I. Standard at No Extra Cost!

**FORGED SOLID STEEL HEADS** . . . Standard at No Extra Cost!

T-J TOMKINS-JOHNSON
RIVITORS AIR AND HYDRAULIC CYLINDERS CUTTERS CLINCHORS

SEE US AT BOOTH 1423
A. S. T. E. SHOW


# DIRECTORY OF MANUFACTURERS

(*Continued from page* 372)

FAIRCHILD Aircraft Div., Fairchild Engine & Airplane Corp., Hagerstown, Md.
FLETCHER Aviation Corp., Rosemead, Calif.
GOODYEAR Aircraft Corp., Akron 15, Ohio.
GRUMMAN Aircraft Engineering Corp., Bethpage, L. I., N. Y.
HELIO Aircraft Corp., Norwood, Mass.
LOCKHEED Aircraft Corp., Burbank, Calif.
LOCKHEED Aircraft Corp., Georgia Div., Marietta, Ga.
MARTIN Co., Baltimore 3, Md.
McDONNELL Aircraft Corp., St. Louis 3, Mo.
NORTH AMERICAN Aviation, Inc., Los Angeles 45, Calif.
NORTHROP Aircraft, Inc., Hawthorne, Calif.
PIPER Aircraft Corp., Lock Haven, Pa.
REPUBLIC Aviation Corp., Farmingdale, L. I., N. Y.
STITS Aircraft, Riverside, Calif.
TAYLORCRAFT, Inc., Conway, Pa.
TEMCO Aircraft Corp., Dallas 2, Tex.
TRANSLAND Co., Los Angeles 45, Calif.
TRECKER Aircraft Corp., Milwaukee 7, Wis.

## FOREIGN CIVIL AND MILITARY AIRCRAFT

For details of their products see pages 245-247, 249-250.

### AUSTRALIA

DE HAVILLAND, see de Havilland Aircraft Co., Ltd., listing under Great Britain.

### BELGIUM

AVIONS FAIREY S.A., Gosselies, Belgium.
Societe Anonyme Belge De Constructions Aeronautiques (S.A.B.C.A.), Haren-Bruxelles, Belgium.

### CANADA

DE HAVILLAND, see de Havilland Aircraft Co., Ltd., listing under Great Britain.

### FINLAND

VALMET OY Aircraft Factory, Tampere, Finland.

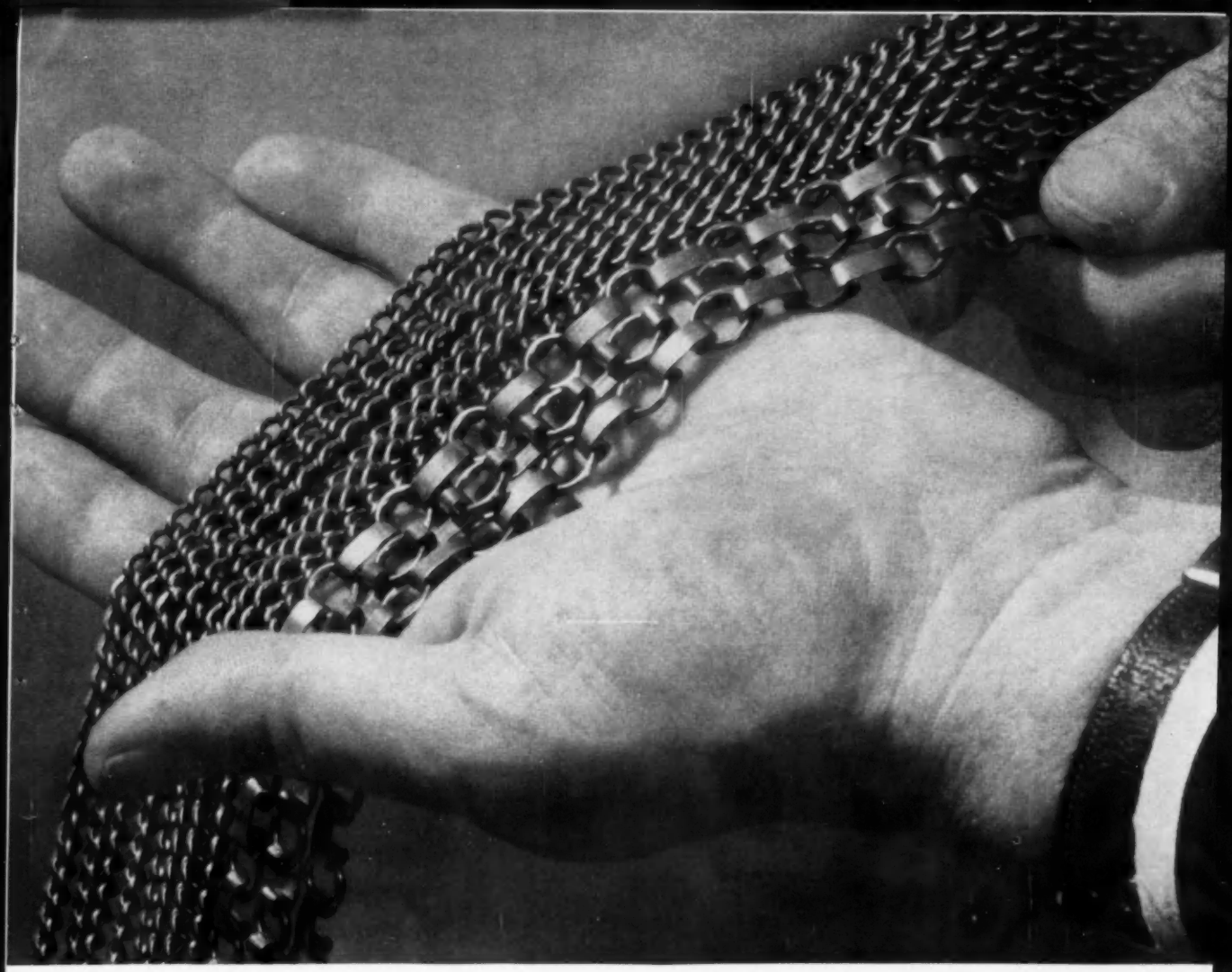
### FRANCE

Avions Paul AUBERT, Paris 12, France.
Societe des Ateliers d'Aviation, Louis BREGUET, Paris 16, France.
Generale Aeronautique Marcel DASSAULT, Saint-Cloud, France.
Air FOUGA, Paris 8, France.
Avions Max HOLSTE, Reims, France.
Societe de Construction des Avions HUREL-DUBOIS, Meudon, France.
MORANE-SAULNIER, Seine, France.
Etablissements Henry POTEZ, Paris 16, France.
Societe Nationale de Constructions Aeronautiques Du Nord (S.N.C.A.N.), Chatillon Bagneux, France.
SUD AVIATION, Societe Nationale de Constructions Aeronautiques, Paris 16, France.

### GREAT BRITAIN

AUSTER Aircraft, Ltd., Rearsby, Leicester, Eng.
AVRO, see A. V. Roe & Co., Ltd.
A. V. Roe & Co., Ltd., Middleton, Manchester, Eng.
BLACKBURN & General Aircraft Ltd., Brough, East Yorks, Eng.
BRISTOL Aeroplane Co., Ltd., Filton House, Bristol, Eng.

(*Turn to page* 378, *please*)



# This jewelry chain of **COPPERPLY®** wire might give you a gem of an idea!

• Copperply wire, a National-Standard development, is a steel wire, electroplated with copper to required thickness and with unmatched coating uniformity and concentricity.

It makes sense for jewelry chain manufacturers to use Copperply wire instead of copper or brass wire, because material costs are greatly reduced. It also provides an ideal base for plating if desired, it excells in strength, and provides more footage per pound with resultant production and handling economies.

To date other uses in light coating weights include: wrapping for piano wires, reinforcement for eyeglass temples, decorative tinsel, fanning mill cloth, and springs where a combination of power and electrical conductivity is needed. A major use in heavy coating weights is in the field of communications.

Here we touch only briefly on a few of the unique Copperply features, but perhaps enough to spark an idea worth exploring. And you'll find that the word "cooperation" has real meaning at National-Standard . . . whether your interest lies in Copperply wire or any of our other products. Try us.

**NATIONAL** NS NATIONAL-STANDARD Company STEEL WIRE **STANDARD**

**DIVISIONS: NATIONAL-STANDARD, Niles, Mich.;** *fine wire, stainless, music spring and plated wires* • **WORCESTER WIRE WORKS, Worcester, Mass.;** *music spring, stainless and plated wires, high and low carbon specialties*
**WAGNER LITHO MACHINERY, Secaucus, N. J.;** *metal decorating equipment* • **ATHENIA STEEL, Clifton, N. J.;** *flat, high carbon spring steels* • **REYNOLDS WIRE, Dixon, Ill.;** *industrial wire cloth*

THE LATEST WORD IN SPRING FASHIONS

SPRINGINEERING BY AUTOMATIC

THE LATEST WORD IN SPRING FASHIONS

BY AUTOMATIC SPRINGINEERING

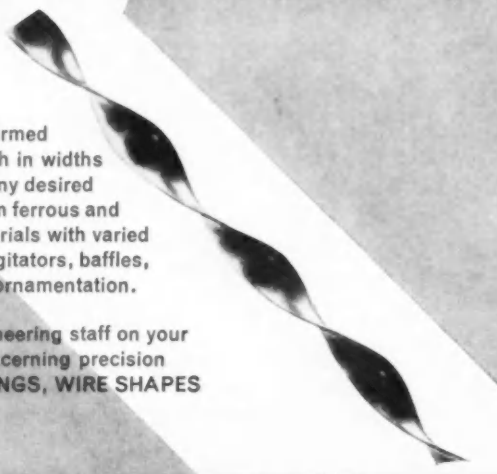
THE LATEST WORD IN SPRING FASHIONS

SPRINGINEERING BY AUTOMATIC



"SPRINGINEERING" at AUTOMATIC assures you of springs you can depend upon, quality-controlled to your exacting specifications.

TWISTEEL



**TWISTEEL** is formed with uniform pitch in widths to 1¼ inches in any desired length. Made from ferrous and non-ferrous materials with varied applications as agitators, baffles, turbulators, and ornamentation.

Consult our engineering staff on your requirements concerning precision mechanical SPRINGS, WIRE SHAPES or TWISTEEL.

for quality springs "Automatically" think of

AUTOMATIC SPRING COILING CO.

4049 West Thorndale Avenue • Chicago 30, Illinois

# DIRECTORY OF MANUFACTURERS

(*Continued from page* 376)

DE HAVILLAND Aircraft Co., Ltd., Hatfield, Hertfordshire, Eng.
ENGLISH ELECTRIC Co., Ltd., Warton Aerodrome, Eng.
FAIREY Aviation Co., Ltd., London W.1, England.
FOLLAND Aircraft, Ltd., Hamble, Southampton, Eng.
GLOSTER Aircraft Co., Ltd., Gloucester, Eng.
HANDLEY PAGE Ltd., Cricklewood, London, N.W.2, Eng.
HUNTING PERCIVAL Aircraft Ltd., Luton Airport, Bedfordshire, Eng.
SAUNDERS-ROE, Ltd., Osborne, East Cowes, Isle of Wight, Eng.
SCOTTISH AVIATION, Ltd., Prestwick Airport, Ayrshire, Scotland.
SHORT Brothers & Harland Ltd., Queens Island, Belfast, Ireland.
VICKERS - ARMSTRONGS (Aircraft) Ltd., Weybridge, Surrey, Eng.
WESTLAND Aircraft Ltd., Yeovil, Eng.

### ITALY

AERonautica MACCHI S.P.A., Varese, Italy.
FIAT Societa per Azioni, Torino, Italy.
NARDI, Soc. An. Per Costruzioni Aeronautiche, Milano, Italy.
PIAGGIO & C. Soc. p. Azioni, Genova, Italy.

### SPAIN

Construcciones Aeronauticas, S.A., (C.A. S.A.), Madrid, Spain.
La HISPANO-Aviacion S.A., Madrid, Spain.

### SWEDEN

Svenska Aeroplan Aktiebolaget (SAAB), Linkoping, Sweden.

## U. S. ROTARY WING AIRCRAFT

For details of their products see page 251.

BELL Helicopter Corp., Fort Worth 1, Tex.
BENSEN Aircraft Corp., Raleigh, N. C.
BRANTLY Helicopter Corp., Frederick, Okla.
CESSNA Aircraft Co., Wichita, Kan.
CONVERTAWINGS, Inc., Amityville, L. I., N. Y.
DOMAN Helicopters, Inc., Danbury, Conn.
GOODYEAR Aircraft Corp., Akron 15, Ohio.
GYRODYNE Co. of America, Inc., St. James, L. I., N. Y.
HILLER Helicopters, Palo Alto, Calif.
HUGHES Tool Co., Aircraft Div., Culver City, Calif.
KAMAN Aircraft Corp., Bloomfield, Conn.
McDONNELL Aircraft Corp., St. Louis 3, Mo.
OMEGA Aircraft Corp., New Bedford, Mass.
SIKORSKY Aircraft Div., United Aircraft Corp., Bridgeport 1, Conn.
VERTOL Aircraft Corp., Morton, Pa.

## U. S. AIRCRAFT ENGINES

### RECIPROCATING TYPE

For details of their products see pages 252-253.

Aircooled Motors, Inc., Syracuse 8, N. Y.
CONTINENTAL Motors Corp., Aircraft Engine Div., Muskegon, Mich.
FRANKLIN, see Aircooled Motors, Inc.
HERRMANN Engineering Co., Glendale 1, Calif.
JACOBS Aircraft Engine Service Co., Pottstown, Pa.
LYCOMING Div., Avco Manufacturing Corp., Williamsport, Pa.

(*Turn to page* 380, *please*)



# "I ALWAYS HAVE AIR TO SPARE ...I've Got a MIDLAND Compressor!"

**"A long grade like that's a cinch with a Midland Compressor working for you . . . Shucks, I always have plenty of air for any kind of emergency — long hills or the stop and go you get in city traffic. My Midland Compressor keeps my air tanks full *all* the time."**

Truck operators everywhere are learning more about the merits of Midland Compressors from their drivers — and from their maintenance supervisors, too. Midland Compressors not only perform more efficiently and reliably — they're easier to maintain and generally operate for hundreds of thousands of miles without servicing.

*Midland Compressors feature these big advantages:*

**Greatest Efficiency** — Due to patented automatic inlet valves built into cylinder head.

**Minimum Oil Consumption** — Due to lack of high vacuum on suction stroke.

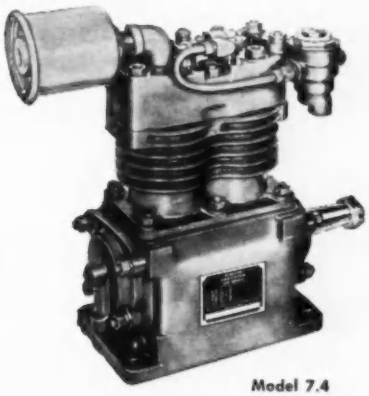
**Cooler Operation** — Because inlet valves let atmospheric air circulate through compressor when idling, practically eliminating carbon.

**Integral Governor**—Governor mounted on compressor simplifies installation.

**Less Weight** — A very important factor for today's operators.

**Reduced Maintenance** — Lack of compressor oil pumping greatly reduces maintenance due to elimination of oil and varnish deposits throughout the entire air brake system.

*For complete details, see your nearest Midland dealer — or write the factory direct.*



Model 7.4

M-R MIDLAND-ROSS CORP.

**MIDLAND-ROSS CORPORATION**

Executive Offices: Cleveland 1, Ohio

*Formerly*

**THE MIDLAND STEEL PRODUCTS COMPANY**

Cleveland • Detroit • Owosso, Michigan

*And*

**J. O. ROSS ENGINEERING CORPORATION**

New York City, N. Y.

*Including* John Waldron Corporation • Midwest Fulton Corporation • Ross Engineering of Canada, Limited Andrews & Goodrich, Incorporated

# DIRECTORY OF MANUFACTURERS

(*Continued from page 378*)

PRATT & WHITNEY Aircraft, Div. United Aircraft Corp., East Hartford 8, Conn.
WRIGHT Aeronautical Div., Curtiss-Wright Corp., Wood-Ridge, N. J.

## AIRCRAFT GAS TURBINES

For details of their products see pages 254-257.

### UNITED STATES

ALLISON Div., General Motors Corp., Indianapolis 6, Ind.
BOEING Airplane Co., Industrial Products Div., Seattle 24, Wash.
CONTINENTAL Aviation & Engineering Corp., Detroit 15, Mich.
FAIRCHILD Engine Div., Fairchild Engine & Airplane Corp., Deer Park, L. I., N. Y.
GENERAL ELECTRIC Co., Aircraft Gas Turbine Div., Cincinnati 15, Ohio.
LYCOMING Div., Avco Mfg. Corp., Stratford, Conn.
PRATT & WHITNEY Aircraft, Div. of United Aircraft Corp., East Hartford 8, Conn.
WESTINGHOUSE Electric Corp., Aviation Gas Turbine Div., Kansas City, Mo.
WRIGHT Aeronautical Div., Curtiss-Wright Corp., Wood-Ridge, N. J.

### CANADA

IROQUOIS, see Orenda Engines, Ltd.
ORENDA Engines, Ltd., Toronto, Canada.

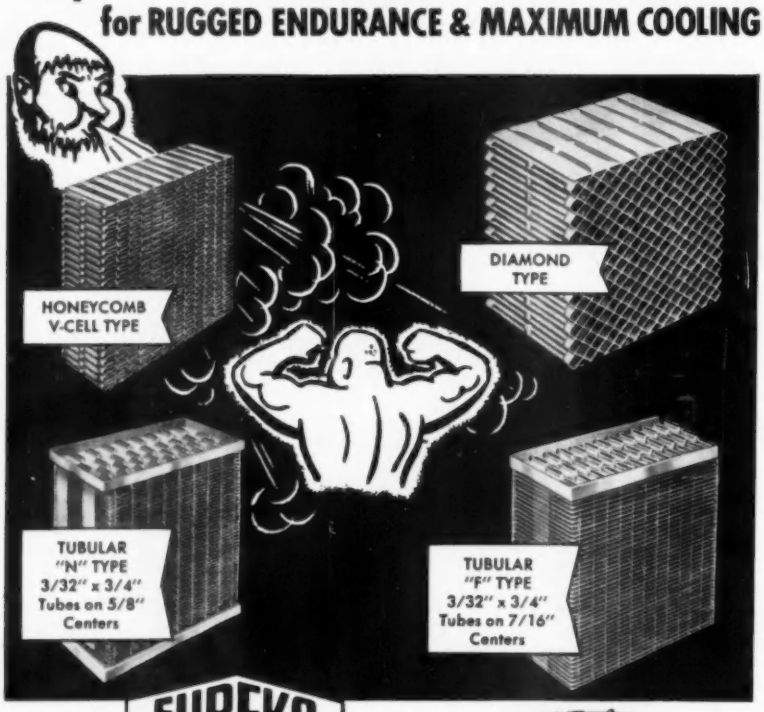
### FRANCE

Generale Aeronautique Marcel DASSAULT, Saint-Cloud, France.
Societe HISPANO-Suiza, Bois-Colombes, France.
Societe Nationale d'Etude et de Construction de Moteurs d'Aviation (S.N.E.C.-M.A.), Paris 8, France.
Societe TURBOMECA, Bordes, France.

### GREAT BRITAIN

ARMSTRONG SIDDELEY Motors Ltd., Coventry, Eng.
BLACKBURN & General Aircraft, Ltd., Brough, East Yorks, Eng.
BRISTOL Aero-Engines Ltd., Filton House, Bristol, Eng.
DE HAVILLAND Engine Co., Ltd., Leavesden, Hertfordshire, Eng.
D. NAPIER & Son, Ltd., Acton, London W.3, Eng.
ROLLS-ROYCE, Ltd., Aero Engine Div., Derby, Eng.


Depend on EUREKA RADIATORS
for RUGGED ENDURANCE & MAXIMUM COOLING




EUREKA

OVER 30 YEARS OF SPECIALIZATION

For over 30 years, EUREKA Cores and Radiators have served the automotive industry with utmost dependability. Our facilities, equipment, and personnel are available for your needs. We welcome the opportunity of integrating our specialized skills with your needs to help you achieve a well-planned production schedule.

*What are your requirements? We can build Radiators to your order in any type, to any size or shape. Send us your blueprints for prompt quotations!*



EUREKA RADIATORS AND CORES
for CARS, TRUCKS, TRACTORS and SPECIAL APPLICATIONS.

AUTO RADIATOR Manufacturing Co.
Guaranteed Radiator Cores Since 1915
2901-17 INDIANA AVE. • CHICAGO 16, ILLINOIS


## HEAVY-DUTY AND OFF-HIGHWAY TRUCKS

For details of their products see pages 276-278.

CRANE CARRIER Corp., Tulsa, Okla.
DART Truck Co., Kansas City 8, Mo.
DODGE Div., Chrysler Corp., Detroit 31, Mich.
DUPLEX Div., Warner & Swasey Co., Lansing 4, Mich.
EUCLID Div., General Motors Corp., Cleveland 17, Ohio.
F.A.B. Mfg. Co. (FABCO), Oakland 8, Calif.
FEDERAL Motor Truck Co., Detroit 9, Mich.
FORD Div., Ford Motor Co., Dearborn, Mich.
Four Wheel Drive Auto Co. (FWD), Clintonville, Wis.
GMC Truck & Coach Div., General Motors Corp., Pontiac 11, Mich.
INTERNATIONAL Harvester Co., Chicago 1, Ill.
KENWORTH Motor Truck Co., Seattle 24, Wash.
MACK Trucks, Inc., Plainfield, N. J.
OSHKOSH Motor Truck Inc., Oshkosh, Wis.
PETERBILT Motors Co., Oakland 5, Calif.
RED Div., White Motor Co., Lansing 20, Mich.
TRUCKSTELL Mfg. Co., Cleveland 14, Ohio.
WALTER Motor Truck Co., Ridgewood, L. I., N. Y.
WARD LA FRANCE Truck Corp., Elmira Heights, N. Y.

## CRAWLER TRACTORS

For details of their products see page 279.

ALLIS-CHALMERS Mfg. Co., Milwaukee 1, Wis.
J. I. CASE Co., Racine, Wis.
CATERPILLAR Tractor Co., Peoria 8, Ill.
JOHN DEERE Dubuque Tractor Works, Deere Mfg. Co., Dubuque, Iowa.
EUCLID Div., General Motors Corp., Cleveland 17, Ohio.
INTERNATIONAL Harvester Co., Construction Equipment Div., Chicago, Ill.
OLIVER Corp., Cleveland 17, Ohio.

(*Turn to page 382, please*)

# TROUBLE FREE *with thousands in use*



## WIRE INSERTS PUT CAST IRON WEAR IN TOP RING GROOVE

G and E Wire Insert Piston before machining (left) and after ring grooves are cut (right) showing how the steel wire forms a tough wear-resistant surface on both faces of top ring groove. The ferrous plug molded in the head (for diesel pistons) prevents burning through head and lengthens diesel piston life!

## G and E WIRE INSERT PISTONS

Patent Pending

★ **Low initial cost— Low cost per mile**

★ **Amazing increase in piston life**

★ **Maintains new engine power and performance**

**GET THE G AND E WIRE INSERT STORY—It will save piston money, maintenance costs, and cut operating costs.**

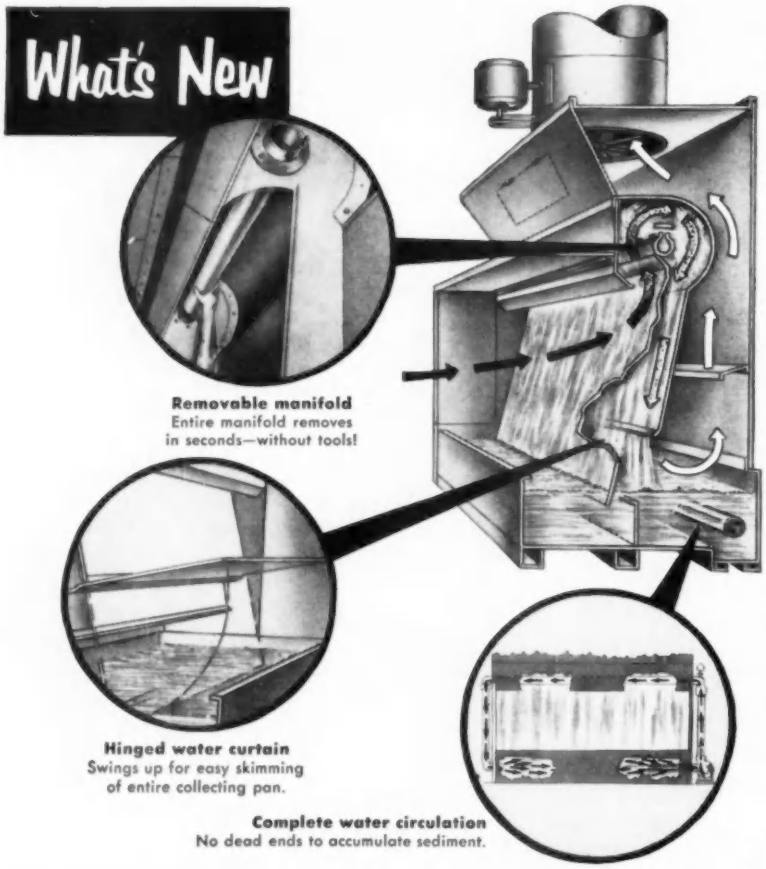
With the thousands of G & E "Wire Insert" Pistons in use for periods up to 3 years—NOT A SINGLE FAILURE of the "Wire Insert" has been reported to us. The "Wire Insert" greatly reduces top ring groove wear and increases piston life. It stays put—DOES NOT COME LOOSE! It can never cause internal engine damage that results in break-downs on the road and emergency overhauls.

The "Wire Insert" piston design—exclusive with G & E—combines all the advantages of aluminum alloy pistons with the long life of steel in the top ring groove. No noticeable increase in weight—no interference with heat flow—and the cost is barely more than ordinary alloy pistons.

You get longer piston wear at lower cost because G & E Wire Insert Pistons have a pre-shaped steel wire cast right in the piston wall where the top ring is located. When the grooves are machined, this tough wire is cut, exposing the closely spaced hard surfaced bearing points on top and bottom faces of the groove.

**GILLETT AND EATON, INC.** 841 DOUGHTY STREET • LAKE CITY, MINN.

ESTABLISHED 1868




# Binks Style "E" Dynaprecipitor Water Wash Spray Booth

**Built for easy maintenance**
Manifold and front water curtain come out in seconds—without tools! Simplifies clean-up of manifold, upper wash chamber, rear water curtain and rear exhaust chamber. Hinged water curtain permits skimming of entire collecting pan without dismantling booth!

**Built for low maintenance**
Curved wash chamber surfaces prevent paint build-up. Complete water circulation system has no dead ends to accumulate sediment.

**Needs less floor space**
New design shortens depth of wash unit. Never before a booth with such maintenance ease.

**Free descriptive bulletin**
Ask your Binks jobber or industrial distributor for a copy of Bulletin DUE, or write direct to the address below.



*Ask about our spray painting school*
*Open to all...NO TUITION...covers all phases*

7050

**Binks**
*EVERYTHING FOR SPRAY PAINTING*


SPRAY GUNS


AIR COMPRESSORS


ACCESSORIES

**Binks Manufacturing Company**
3120-30 Carroll Ave., West, Chicago 12, Ill.

REPRESENTATIVES IN PRINCIPAL U.S. & CANADIAN CITIES • SEE YOUR CLASSIFIED DIRECTORY


## DIRECTORY OF MANUFACTURERS

(Continued from page 380)

### GRADERS

For details of their products see page 280.
ADAMS, see LeTourneau-Westinghouse Co.
ALLIS-CHALMERS Mfg. Co., Construction Machinery Div., Milwaukee 1, Wis.
AUSTIN-WESTERN Works, Construction Equipment Div., Baldwin-Lima-Hamilton Corp., Aurora, Ill.
CATERPILLAR Tractor Co., Peoria 8, Ill.
GALION Iron Works & Mfg. Co., Galion, Ohio.
HUBER-WARCO Co., Marion, Ohio.
LeTourneau-Westinghouse Co., Peoria, Ill.
PETTIBONE-Mulliken Corp., Chicago 51, Ill.

### SCRAPERS

For details of their products see page 281.
ALLIS-CHALMERS Mfg. Co., Construction Machinery Div., Milwaukee 1, Wis.
CATERPILLAR Tractor Co., Peoria 8, Ill.
EUCLID Div., General Motors Corp., Cleveland 17, Ohio.
INTERNATIONAL Harvester Co., Construction Equipment Div., Chicago, Ill.
LE TOURNEAU-WESTINGHOUSE Co., Peoria, Ill.
OLIVER Corp., Cleveland 17, Ohio.
SEAMAN-GUNNISON Corp., Milwaukee 15, Wis.
WOOLDRIDGE Mfg. Div., Copper & Steel Industries, Inc., Sunnyvale, Calif.

### INTEGRAL FRONT-END LOADERS (SHOVEL)

For details of their products see pages 282-283.
ALLIS-CHALMERS Mfg. Co., Milwaukee 1, Wisconsin.
J. I. CASE Co., Racine, Wisconsin.
CASE-TERRATRAC, see J. I. Case Co.
CATERPILLAR Tractor Co., Peoria 8, Illinois.
Clark Equipment Co., Construction Machinery Div., Chicago 1, Illinois.
EUCLID Div., General Motors Corp., Cleveland 17, Ohio.
Frank G. Hough Co., Libertyville, Illinois.
INTERNATIONAL-DROTT, see International Harvester Co.
International Harvester Co., Chicago, Illinois.
MICHIGAN, see Clark Equipment Co.
Mixermobile Manufacturers, Inc., Portland 20, Oregon.
OLIVER Corp., Cleveland 17, Ohio.
PAYLOADER, see Frank G. Hough Co.
Pettibone-Mulliken Corp., Chicago 51, Illinois.
SCOOPMOBILE, see Mixermobile Manufacturers, Inc.
SPEEDBALL, see Pettibone-Mulliken Corp.
TRACTOMOTIVE Corp., Deerfield, Illinois.
TROJAN, see Yale & Towne Mfg. Co.
Yale & Towne Mfg. Co., Contractors Machinery Div., Batavia, New York.

### DUMPERS—REAR, BOTTOM, FRONT

For details of their products see page 283.
ALLIS-CHALMERS Mfg. Co., Milwaukee 1, Wisconsin.
EUCLID Div., General Motors Corp., Cleveland 17, Ohio.
KOEHRING Co., Milwaukee 16, Wisconsin.

(Turn to page 387 please)




## cool metal for hot planes

For jet and rocket aircraft engines, wings and surfaces that are subject to extreme conditions of heat, friction and corrosion, where the metal *must stand up* . . . design it, improve it and protect it with McLOUTH STAINLESS STEEL.

**specify**

# McLOUTH STAINLESS STEEL

HIGH QUALITY SHEET AND STRIP

**for aircraft**

McLOUTH STEEL CORPORATION DETROIT, MICHIGAN

*MANUFACTURERS OF STAINLESS AND CARBON STEELS*



***Check up! Are the brake systems you offer as safe as they should be?***

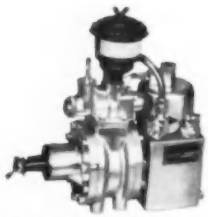
# Wagner
# AIR BRAKE COMPONENTS

## *help increase safety and reduce truck operating costs*

How do your brake systems rate? Wagner Air Brake Systems and components can help make your vehicles safer to operate, reduce "down time" and truck operating costs, build customer satisfaction.

Wagner offers a complete line of original equipment for air brakes and control systems. It includes rotary air compressors, brake application valves, vehicle protection valves, brake actuating units, moisture ejection valves, warning devices, air tanks, tractor-trailer hose couplers, air line hoses and air line connectors.

Wagner Air Brakes are the product of more than thirty-five years of brake engineering experience—gained in the designing and building of brake systems and brake parts for the automotive industry. When you equip the heavy-duty vehicles you manufacture with Wagner Air Brakes, you are adding safety and low-maintenance features that build customer acceptance.



**ROTARY AIR COMPRESSORS** are available in either 9 or 12 C. F. M. capacity. These Wagner Compressors have fast air recovery to assure an adequate supply of air pressure at all times. Rotary motion reduces vibration. Oil separation and cooling before air is discharged reduces temperature and prevents carbon formation.



**FOOT OPERATED BRAKE APPLICATION VALVE,** of the high capacity type, provides the driver with control of the vehicle brakes. It meters applied braking pressure in proportion to foot pressure exerted against brake pedal or treadle. The Wagner line also includes a HAND OPERATED APPLICATION VALVE. It provides independent control of trailer brakes.



**RELAY QUICK-RELEASE VALVE** controls the brakes on specific axles, acting in unison with the driver-controlled application valve. It automatically meters pressure directly from tank, speeding normal brake application and release. The relay valve is particularly suitable for the rear axles of long wheelbase vehicles.



**TRACTOR PROTECTION and EMERGENCY BRAKE VALVES** constitute a combination of two valves installed on the tractor. The emergency brake valve is a manual triggering unit for emergency braking the trailer and for actuating the tractor protection valve. The protection valve seals the tractor air lines.



**MOISTURE EJECTION VALVE** is fully automatic, operating in the 15-25 psi pressure range. Normal brake applications operate the valve, keeping reservoir clean and moisture-free. Expulsions occur without a notable drop in gauge pressure. Prevents accumulation of moisture or sludge in air tank.



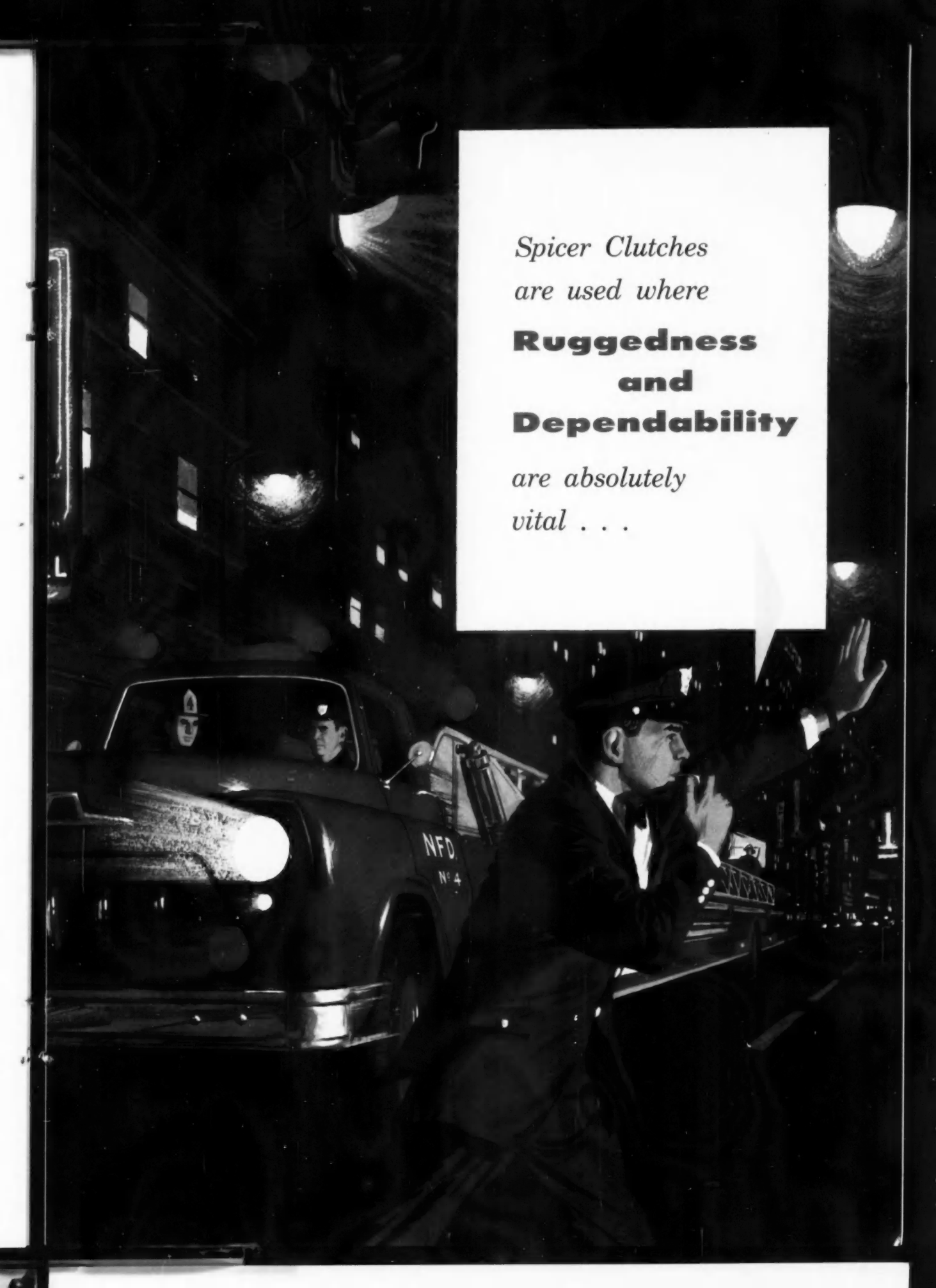
**LOW PRESSURE INDICATOR**—buzzer or lamp—warns the driver of air braked vehicle if air pressure is below the safe driving range. In use, the warning circuit is controlled by a pneumatic switch which also is connected to the pressure side of the air brake system. Unit automatically closes the circuit if pressure drops below predetermined value.

**Wagner Air Brake Systems and Air Brake Components for trucks, tractors, trailers, buses, and off-the-road equipment are fully described in CATALOG KU-201. Write today for your free copy.**

WK58-6

**Wagner Electric Corporation** 6363 Plymouth Avenue, St. Louis 14, Missouri, U. S. A., *(Branches in principal cities in U. S. and in Canada)*

LOCKHEED HYDRAULIC BRAKE PARTS, FLUID and BRAKE LINING • AIR HORNS • AIR BRAKES • TACHOGRAPHS • ELECTRIC MOTORS • TRANSFORMERS • INDUSTRIAL BRAKES

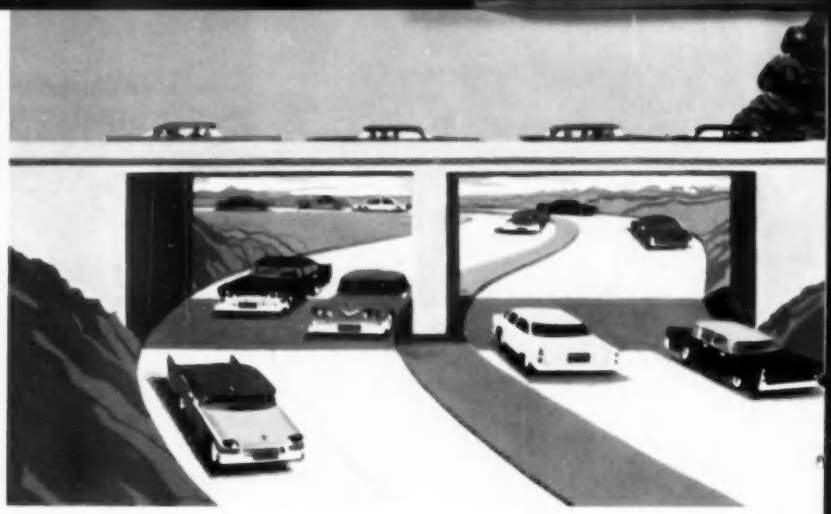



*Spicer Clutches*
*are used where*

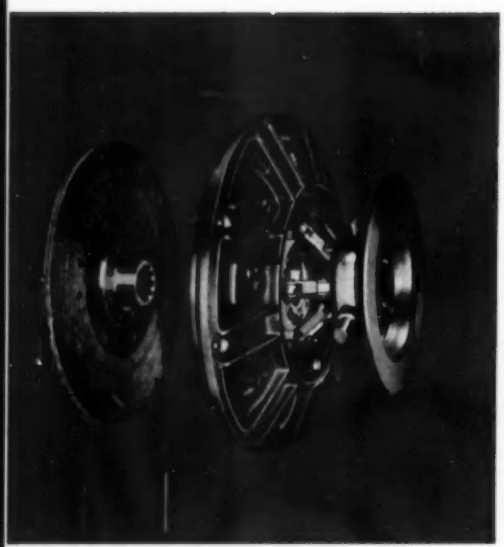
**Ruggedness**
**and**
**Dependability**

*are absolutely*
*vital . . .*





*From Automotive through Heaviest Equipment . . .*





*Ask Dana Engineers to Help Solve Your Clutch Problems . . .*

Spicer clutches range in capacity from 6½" diameter single-plate through 15½" two-plate types. For automobiles or trucks, heavy-duty off-highway and industrial applications, crawler tractors or farm tractors, railroads or stationary industrial applications, there are Spicer clutches to meet your every application.




Send for your copy of free book describing all of Dana facilities.

**DANA CORPORATION • Toledo 1, Ohio**

***DANA PRODUCTS Serve Many Fields:***

**AUTOMOTIVE:** Transmissions, Universal Joints, Propeller Shafts, Axles, Powr-Lok Differentials, Torque Converters, Gear Boxes, Power Take-Offs, Power Take-Off Joints, Clutches, Frames, Forgings, Stampings.

**INDUSTRIAL VEHICLES AND EQUIPMENT:** Transmissions, Universal Joints, Propeller Shafts, Axles, Gear Boxes, Clutches, Forgings, Stampings.

**AVIATION:** Universal Joints, Propeller Shafts, Axles, Gears, Forgings, Stampings.

**RAILROAD:** Transmissions, Universal Joints, Propeller Shafts, Generator Drives, Rail Car Drives, Pressed Steel Parts, Traction Motor Drives, Forgings, Stampings.

**AGRICULTURE:** Universal Joints, Propeller Shafts, Axles, Power Take-Offs, Power Take-Off Joints, Clutches, Forgings, Stampings.

**MARINE:** Universal Joints, Propeller Shafts, Gear Boxes, Forgings, Stampings.

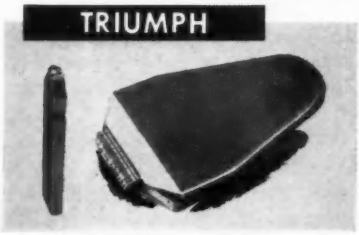
*Many of these products manufactured in Canada by Hayes Steel Products Limited, Merritton, Ontario*

DANA
Spicer

X make your mark!

. . . with a Matthews' Holder and interchangeable steel type! For marking versatility . . . for perfect legibility, make your choice Matthews!

**TRIUMPH**



Simplicity of design and operation are two big features which make this holder ideal for light and medium duty marking. Three sizes are available to hold 3 to 16 pieces of 1/16" to 3/16" type characters.

**CHAMPION**



The "Champion" is recommended for medium heavy or light duty work. Patented spring-clip assembly makes type changes simple. For straight, curved or concave marking . . . 4 to 16 pieces of 1/16" to 3/8" type.

**RING STYLE**



Marking rounds, dials—recessed, concave or convex surfaces? Then, a Matthews' Ring Holder is what you need. Perfect character alignment and spacing—maximum legibility. Type sizes from 1/32" to 1/4".

**Write today for complete, detailed literature and information.**

**JAS. H. MATTHEWS & CO.**
3947 Forbes Ave. • Pittsburgh 13, Pa.
Offices in Principal Cities
WRITE, CALL OR TWX PG424


## DIRECTORY OF MANUFACTURERS

(*Continued from page* 382)

LE TOURNEAU-WESTINGHOUSE Co., Peoria, Illinois.
WOOLDRIDGE Mfg. Div., Copper & Steel Industries, Inc., Sunnyvale, California.
Yuba Mfg. Co., Benicia, California.
YUBA-MOVALL, see Yuba Mfg. Co.

### POWERED ROLLERS

For details of their products, see pages 284-285.
Acme Iron Works, San Antonio 6, Texas.
AUSTIN-WESTERN, Construction Equipment Div., Baldwin-Lima-Hamilton Corp., Aurora, Illinois.
BROWNING Mfg. Co., San Antonio 6, Texas.
BUFFALO - SPRINGFIELD Roller Co., Div. Koehring Co., Springfield, Ohio.
C. H. & E. Mfg. Co., Milwaukee 12, Wisconsin.
FERGUSON, see Shovel Supply Co.
GALION Iron Works & Mfg. Co., Galion, Ohio.
HUBER-WARCO Co., Marion, Ohio.
INGRAM, see Acme Iron Works.
SEAMAN-GUNNISON Corp., Milwaukee 15, Wisconsin.
Shovel Supply Co., Dallas, Texas.
TAMPO Mfg. Co., San Antonio 6, Texas.

## AIRBRIEFS

(*Continued from page* 259)

The new system developed by Lear is abbreviated M.A.R.S. and supplies a highly-accurate flight attitude reference for the precision performance requirements of supersonic aircraft. It is stated by the company that the new M.A.R.S represents a major improvement in flight attitude indicator systems.

The new order for the instruments will be for installation in the Navy's Chance-Vought F8U-3 interceptor and the Navy's Grumman F11F-1 interceptor.

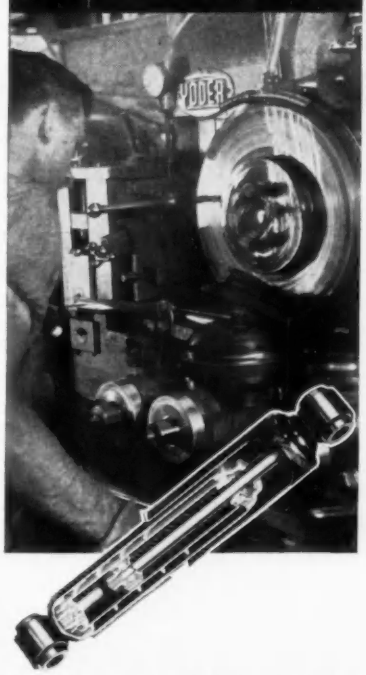
An earlier contract in the amount of $5,500,000 was received by Lear last fall for this flight attitude reference system for use in such USAF aircraft as the Boeing KC-135 tanker-transport, the Boeing B-52 long-range bomber, the Northrop T-38 jet trainer and the McDonnell F-101 fighter.

### Warning to Young Rocket "Scientists"

Dr. Walter A. Good, President of the Academy of Model Aeronautics and noted physicist with the missile program at Johns Hopkins Applied

(*Turn to page* 388, *please*)


**Monroe Shock Absorbers rely on Precision Performance of YODER TUBE MILLS**

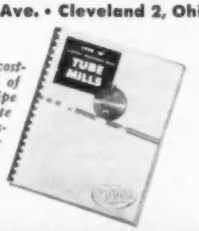


After 15 years of continuous operation the Yoder Type-M Electric-Resistance Weld Tube Mill shown here, is still producing precision tubing for the Monroe Auto Equipment Co., Monroe, Michigan. Yoder produced tubing is the basic component of the famous "Monro-Matic" shock absorber. Measuring 2 1/64" outside diameter (plus several other sizes) the tubing is made from 22 gauge strip in one continuous operation . . . it is automatically cold-roll formed, welded and cut to pre-determined lengths.

This typical installation of a Yoder tube mill exemplifies the accuracy, dependability and production economies of Yoder-made tubing. If your business requires pipe or tubing, ferrous or non-ferrous, in sizes from 1/4" to 26" diameters, there is a Yoder mill designed to produce it economically, efficiently and accurately.

**THE YODER COMPANY**
**5553 Walworth Ave. • Cleveland 2, Ohio**

*Check into the many cost-saving advantages of operating a Yoder pipe or tube mill . . . write for the fully-illustrated 88-page Yoder Tube Mill Book . . . it is yours for the asking.*



ENGINEERING YODER MANUFACTURING
**PIPE AND TUBE MILLS**
(ferrous or non-ferrous)

# AIRBRIEFS

(*Continued from page* 387)

Physics Laboratory, stated that the AMA is genuinely alarmed at recurring reports of injuries to unsupervised young rocketeers. "It is encouraging to know that so many of our teen-agers are meeting the 'Space Age' headon with such interest and enthusiasm," said Dr. Good, "but this interest challenges us to provide at once a readily available source of reliable information and guidance in order to prevent further accidents. Unfortunately, the necessary ingredients for lethal fuel compounds can be readily obtained at chemical suppliers or even drug stores because, in themselves, they are harmless."

"These boys should be encouraged," he emphasized, "but only under competent supervision and tutorage." He commended the U. S. Navy for its leadership in guiding young rocketeers and for such programs as that being planned at the Naval Powder Factory at Indian Head, Md., where area teachers are being given the opportunity to learn the hazards attendant to building and testing rockets.

## High-Energy Boron Products to Be Sought

Aerojet-General Corp. and the Stauffer Chemical Co. of New York have formed a joint partnership agreement under which they will develop and produce boron compounds, expected to be used widely as fuels for rocket and missile propulsion.

The partnership, recently announced, will be known as the Stauffer-Aerojet Co., and its business will be conducted principally at Azusa, Calif., corporate headquarters of Aerojet-General, which has the largest chemical staff in the west devoted to rocket fuel research.

## Assisted Take-Off And Landing System

A new catapult launcher, powered by six jet engines and called the Turbo-Cat has been developed by All American Engineering Co. to make possible take off of inter-

It is stated by the company that continental jet bombers from 5000-ft runways.
the new catapult launcher can put nine heavy military aircraft bombers and their KC-135 jet tankers into the air in less than 15 minutes and do so at a dispersal base where the longest runway is 5000 ft.

Take off requirement, using the new system, is only 3000 feet. Normally jet bombers and jet tankers require up to 12,000-ft runways for conventional, unassisted take-offs and landings.

A "water squeezer" type of cable arresting gear is used with the system for decelerating the bombers when landing. Use of the special arresting gear brings a bomber to a stop in 2000 ft after touch-down.

## Central Agency For Space Travel

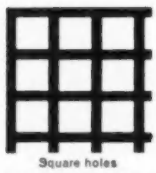
General Orval R. Cook (USAF-Ret.), president of the Aircraft Industries Association, recently stated before a meeting of the Institute of the Aeronautical Sciences that the aircraft industry has the unquestioned capability to provide manned satellites, antimissile missiles and moon rockets within a very few years. He emphasized the immediate need of a Government agency to take the responsibility for accelerating the efforts for space travel and proposed that the now existing National Advisory Committee for Aeronautics could provide the necessary direction and facilities required and would naturally assist in the formulation of the decision required to greatly accelerate space travel research and development.

## Rocket Power Gain

The increase of thrust of power of rocket engines is three times what it was in 1945. For example, the German V-2 rocket engine developed 29 lb of thrust for each pound of engine weight. A U. S. developed rocket engine in 1955 produced 52 lb of thrust per pound of engine weight and a current 1957 U. S. rocket engine is developing 90 lb of thrust for each pound of engine weight.


**H&K PERFORATED MATERIALS**

***for Industrial or Decorative Uses***

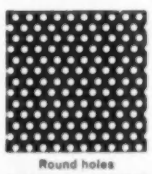

Square holes


Slots

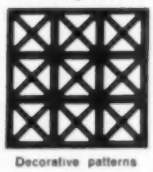

Oval holes

FIND NEAREST H&K AGENT IN THE Yellow Pages
Listed Under "Perforated Metals"

THOUSANDS OF DIFFERENT PATTERNS AVAILABLE


Round holes


Oblong holes


Decorative patterns

H & K facilities enable the perforating of all metals, wood, plastics and cloth fabrics. Perforated materials can be furnished in sheets, coils, rolls or plates. Fabricating services include shearing, rolling, welding and forming.

Perforated metal can be ordered with special finishes: aluminum—color anodized or brushed and lacquer finish; steel—painted, chrome plated, enameled, japanned or other baked-on finish. Decorative patterns can be embossed if requested.

Many patterns in steel sheets (industrial or decorative) are in stock at our warehouses. Send for H & K Stock List Brochure.

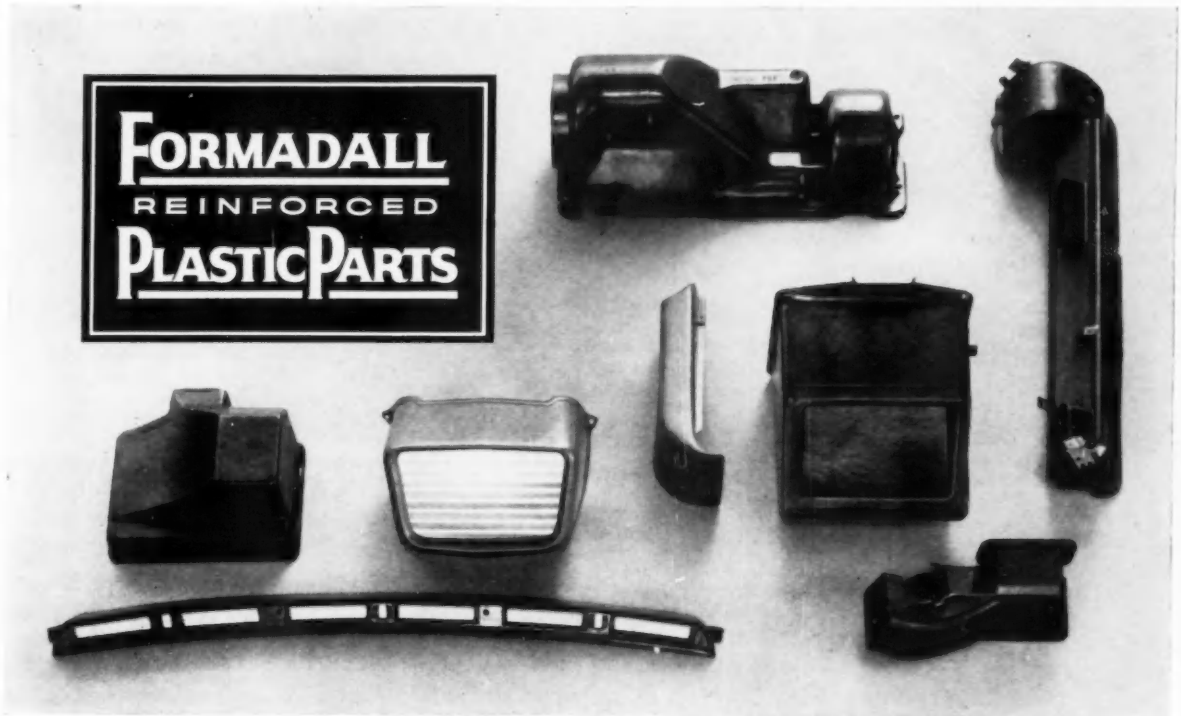
*Write to nearest H & K office today—for General Catalog*

THE Harrington & King PERFORATING CO. INC.

*Chicago Office and Warehouse* • *New York Office and Warehouse*

5630 Fillmore Street
Chicago 44, Illinois

106 Liberty Street
New York, New York




**Now—A new, dollar-saving way to make heater housings, speaker housings, air ducts, plenum chambers, defroster nozzles, arm rests, garnish moldings, and seat sides!**

# A New Basic Material

*for greater utility and beauty at new low costs!*

*Formadall*, a premixed precision molding compound developed by Woodall, has so many unique advantages it is safe to predict *Formadall* plastic parts will soon replace metal in dozens of automotive castings and stampings.

Today, Woodall is producing millions of intricate shapes for high-production manufacturers. These *Formadall* plastic parts offer greater freedom of design with lower unit and assembly costs.

A unique prototype technique, eliminating costly experimental dies and molds, permits automotive styling and engineering departments to explore easily and quickly the benefits of *Formadall* through Woodall *cooperative research*. Have you investigated this unusual service?

**FORMADALL FEATURES**

Lightweight • Resists corrosion • Low tooling costs Reduced heat transmission • Reduced noise transmission Resistant to high temperature • Molded in colors • Adaptable to intricate shapes • Physical properties adjustable to product requirement

**WOODALL INDUSTRIES INC.**

**7565 East McNichols Road, Detroit 34, Michigan**

**PLANTS:** DETROIT AND MONROE, MICH. • SKOKIE, ILL. • FRANKLIN, OHIO • LAUREL, MISS. • SANTA CLARA AND EL MONTE, CALIF.

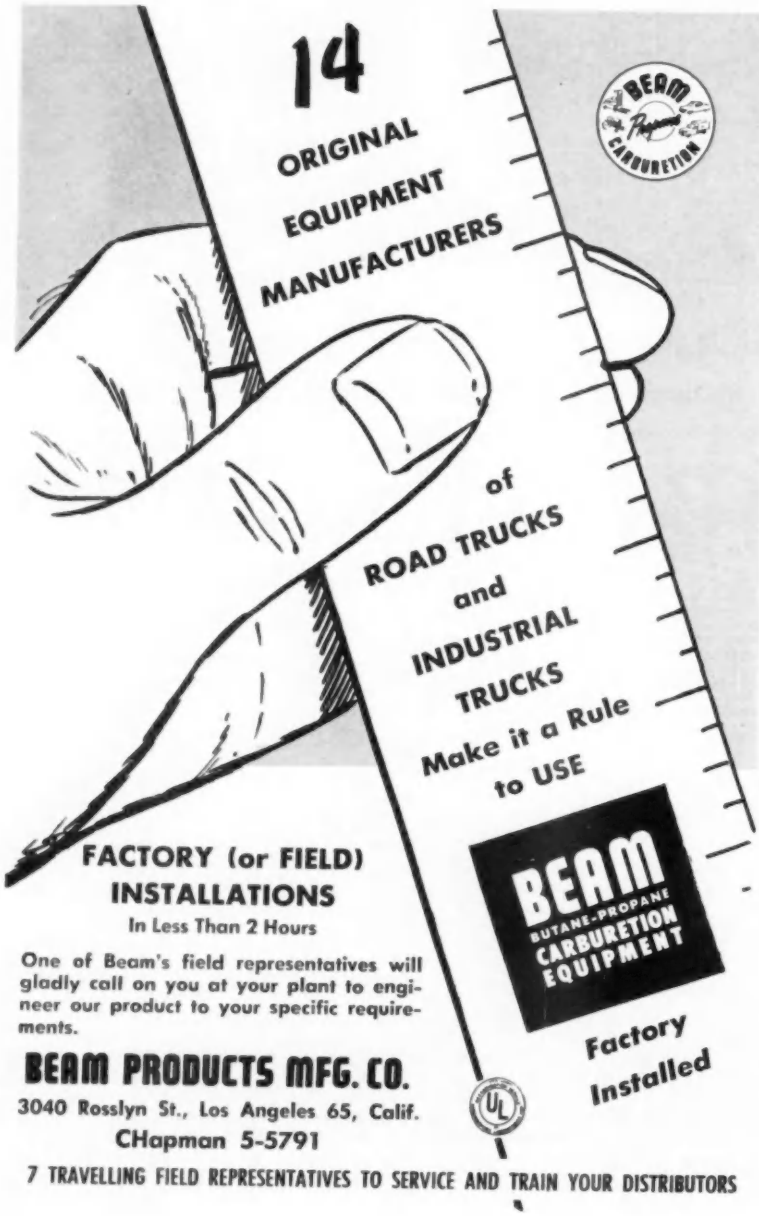
# More Government Contract Awards

LATEST contracts awarded by various Government agencies, and covering primarily automotive and aviation products, are listed in the following. Typical of the items contained in these monthly listings are: passenger cars, motor trucks, aircraft, military tanks, engines, transmissions, other components, spare parts, etc. This list is for the period Jan. 31 to Feb. 24, inclusive.

**AIR LOGISTICS CORP., Pasadena, Calif.**
Trailer, aircraft missile engine—52 ea.—$536,791—Engineering data—$5,552—total amt.—$542,344

**AIR REDUCTION CO., INC., New York, N. Y.**
Design, develop and fabricate circumferential welding fixture for Jupiter Missile Center Section—$93,350

**AIRCRAFT ENGINEERING & MAINTENANCE CO., Oakland, Calif.**
Class IV and V Modification C-124 type aircraft—$215,400



**AMERICAN MACHINE & FOUNDRY CO., Leland Electric Co. Div., Dayton, Ohio**
Motor-generator for the TM61B Missile—$83,143

**BEARING ENGINEERING & SUPPLY CO., Seattle, Wash.**
Auto and heavy equipment parts—term contract March 1, 1958 thru February 28, 1959—indefinite quantity

**BRANTLY HELICOPTER CORP., Philadelphia, Pa.**
Helicopters, Model B-2—$295,000

**CARRINGTON CO., Seattle, Wash.**
Automotive and trailer parts—term contract—February 10, 1958 thru January 31, 1959

**CHRYSLER MOTORS CORP., Washington, D. C.**
Automobiles—182 ea.—$327,365

**CHRYSLER MOTORS CORP., Washington, D. C.**
Trucks—33 ea.—$85,476

**CLEVELAND PNEUMATIC TOOL CO., Cleveland, Ohio**
Spare parts applicable to C124, F86, C119, B47 and B57 aircraft—$97,581

**CONSOLIDATED DIESEL ELECTRIC CORP., Stamford, Conn.**
Unconventional aircraft towing vehicle for B-52 type aircraft (Service Test)—$40,000

**CONTINENTAL MOTORS CORP., Muskegon, Mich.**
0-525-1 Engines (Spares)—$42,813

**CONTINENTAL MOTORS CORP., Muskegon, Mich.**
Repair parts, engine assembly—5 ea.—$42,445

**CONVAIR, General Dynamics Corp., San Diego, Calif.**
Qualitative armament firings for F-102-A aircraft—$39,597

**CURTISS WRIGHT CORP., Utica Div., Utica, Mich.**
Repair parts for Diesel engines, various—6370 ea.—$285,708

**FIRESTONE TIRE & RUBBER CO., Los Angeles, Calif.**
Bomb-bay tanks for WB-50 aircraft and one set of working dwgs.—$419,-100

**FIRESTONE TIRE & RUBBER CO., Los Angeles, Calif.**
Tank-fuel non self sealing—69 ea.—$49,749

**FLIGHT ENTERPRISES, INC., Windsor Locks, Conn.**
Progressive aircraft reconditioning cycle maintenance and modification on C-117 type aircraft—$108,299

**FORD MOTOR CO., Washington, D. C.**
Automobiles and station wagons—3094 ea.—$4,343,190

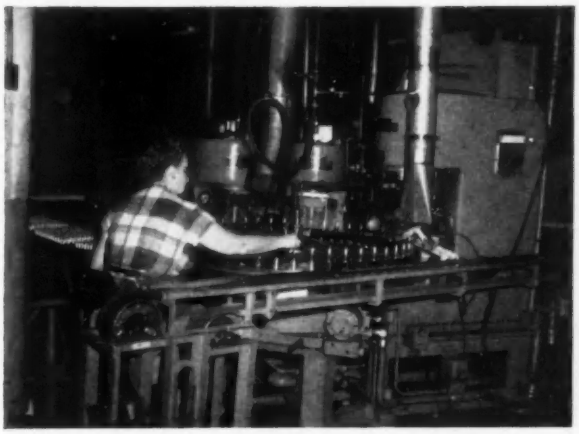
**FORD MOTOR CO., Washington, D. C.**
Trucks—29 ea.—$66,178

**FORD MOTOR CO. OF CANADA, LTD., Overseas Div., East Toronto, Ontario, Canada**
Station wagons—9 ea.—$17,541

**GENERAL ELECTRIC CO., Cincinnati, Ohio**
J79GE-2 Turbojet Aircraft Engines—$12,820,715

**GENERAL ELECTRIC CO., West Lynn, Mass.**
Special tooling for production capability of 35T58 engines per month—$3,088,-034

*(Turn to page 392, please)*





**HIGH-SPEED ASSEMBLY** of 150 different types of Auto-Lite spark plugs is handled by seven 48-station Denison hydraulic Multipresses—*shown in photo at left.* Assembling bushings into planet carriers for automatic transmissions is done (right) by Multipress with greater accuracy than possible with mechanical presses.

# *For lower cost production...*

# LOOK TO DENISON

To increase your production efficiency, it will pay you to investigate the versatile Denison hydraulic Multipress.

You can use it for hundreds of varied operations—assembling, peening, riveting, compacting, staking, bending, testing—with only simple, low-cost tooling.

Or use it, as others do, as the nucleus of a completely automated production line.

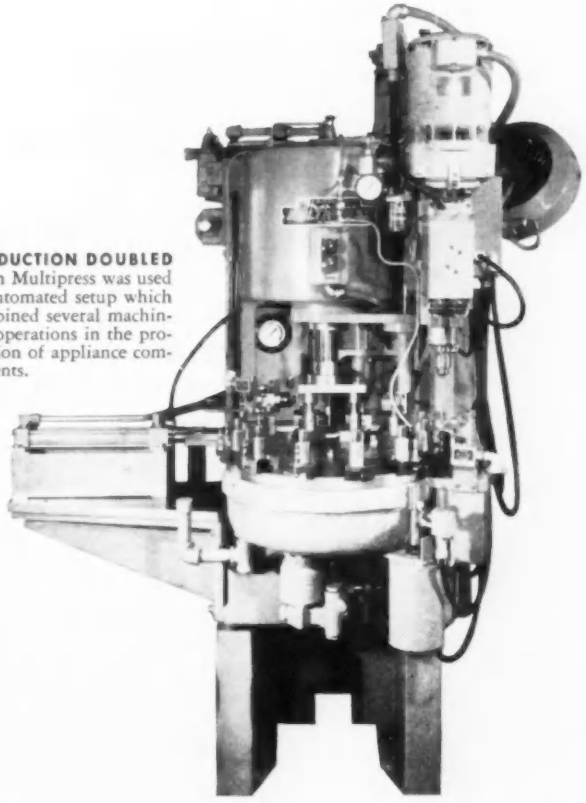
Discover for yourself how Multipress helps to cut costs, improve quality, increase production. Capacities from 1 to 75 tons; 9 frame sizes; choice of throat depths, daylight openings; wide range of standard accessories.

Write for complete information.

**DENISON ENGINEERING DIVISION**
**American Brake Shoe Co.**
1212 Dublin Road • Columbus 16, Ohio

Denison, Denison HydrOILics, and Multipress are registered trademarks of Denison Eng. Div., ABSCO

**DENISON** HydrOILics



**PRODUCTION DOUBLED** when Multipress was used in automated setup which combined several machining operations in the production of appliance components.

**HYDRAULIC PRESSES • PUMPS • MOTORS • CONTROLS**

(Continued from page 390)

**GENERAL ELECTRIC CO., West Lynn, Mass.**
YT58-GE-2A Turboshaft engines, 5 ea. —YT58-GE-6 Turboshaft engines, 7 ea.—YT58-GE-6 Turboshaft engines, 18 ea.—$5,384,521

**GENERAL MOTORS CORP., Chevrolet Motor Div., Detroit, Mich.**
Automobiles—3586 ea.—$5,359,545

**GENERAL MOTORS CORP., Foreign Dist. Div., New York, N. Y.**
Automobiles—9 ea.—$12,650

**GENERAL MOTORS CORP., Chevrolet Motor Div., Detroit, Mich.**
Trucks—4 ea.—$10,330

**GENERAL MOTORS CORP., Allison Div., Indianapolis, Ind.**
Services and supplies to modify and convert GF J33-A-33/33A Engines to J33-A-41 Engines—$961,860

**GENERAL TIRE & RUBBER CO., Akron, Ohio**
Main wheel and brake assys. for F-100D Aircraft—$961,579

**GENERAL TIRE & RUBBER CO., Akron, Ohio**
Wheel assy., nose, 18 x 4.4—$49,433

**GILFILLAN BROS., INC., Los Angeles, Calif.**
Replenishment repair parts for the Corporal Missile—$468,356
Spare parts for the Corporal Missile System—$89,650

**B. F. GOODRICH AVIATION PRODUCTS, Dayton, Ohio**
Wheel, landing gear, spare parts for C-124 aircraft—$225,000

**B. F. GOODRICH CO., Akron, Ohio**
Tank-fuel aircraft, self-sealing—53 ea. —$173,840

**GOODYEAR TIRE & RUBBER CO., Akron, Ohio**
Wheel and brake assys. for various aircraft—977 ea.—$554,435

**GRAND CENTRAL ROCKET CO., Redlands, Calif.**
Rocket motors—$279,650

**INTERNATIONAL HARVESTER CO., Washington, D. C.**
Trucks—106 ea.—$306,800

**KESSLER INTERNATIONAL CORP., Washington, D. C.**
Spare parts for station wagon—1 lot—$24,136

**LOCKHEED AIRCRAFT CORP., Burbank, Calif.**
Airplanes, Model WV-2—$55,128,932

**MACK TRUCKS, INC., Washington, D.C.**
Transmission assembly—$30,602

**McDONNELL AIRCRAFT CORP., St. Louis, Mo.**
Fuel tanks—various—$175,423

**McDONNELL AIRCRAFT CORP., St. Louis, Mo.**
Modification kit for F101 aircraft—76 ea.—$89,700

**MINNEAPOLIS - HONEYWELL REGULATOR CO., Minneapolis, Minn.**
Services and material necessary for installation thereof of components of the Type MB-3 AFCS used in F-100D aircraft—$949,019

**NATIONAL CASH REGISTER CO., Dayton, Ohio**
Recirculating valves and boost pump assemblies for support of the F-101B aircraft—$165,552

**NORTH AMERICAN AVIATION, INC., Los Angeles, Calif.**
Modification MTU's F-100D-5, -6, -7 and -8—$801,500

**NORTH AMERICAN AVIATION, INC., Canoga Park, Calif.**
Rocket Engines—$231,000

**NORTHROP AIRCRAFT, INC., Hawthorne, Calif.**
Kits for F89 aircraft—504 ea.—$35,649

**PRATT & WHITNEY CO., INC., West Hartford, Conn.**
Grinding machine, hole, vertical jig—1 ea.—$76,700

**THIOLOL CHEMICAL CORP., Elkton, Md.**
Rocket motors—$105,480

**UNITED AIRCRAFT CORP., Sikorsky Aircraft Div., Stratford, Conn.**
Services and materials to overhaul and repair helicopter components—various—$282,696

**UNITED STATES RUBBER CO., Detroit, Mich.**
Wheel: tail solid for aircraft—1610 ea. —$180,932

**WESTERN ELECTRIC CO., INC., New York, N. Y.**
Nike spare parts and components—$192,993

**WILLYS MOTORS, INC., Washington, D. C.**
Spare parts for station wagons—1 lot—$28,210

**WILLYS MOTORS, INC., Toledo, Ohio**
Station wagons—6 ea.—$14,977

**WILLYS MOTORS, INC., Toledo, Ohio**
Trucks—60 ea.—$131,589

**YUKON EQUIPMENT CO., INC., Seattle, Wash.**
Automotive and trailer parts—term contract—February 10, 1958 thru January 31, 1959




## *AF Awards Research Contract For Automatic Landing System*

North American Aviation, Inc. has received a $2,600,998 Air Force research contract for an automatic instrument landing system (AILS) that will take over controls from the pilot.

The firm's Los Angeles Div. will act as a System Manager in conducting the study, but will turn over the actual development of the instruments to other companies in the field. North American's Autonetics Div. will develop the flare computer for the system.

The contract proposes multiple and variable angle glide paths with constant-speed control, and includes a requirement for manual operation using component parts of the system, plus pilot over-ride of the automatic control.

# Now, a LIPE 12"

## heavy-duty Direct Pressure Clutch



**FIRST in the entirely new Lipe DPB Line...**

*featuring:*

- **Maximum mechanical efficiency!**
- **Optional needle-bearing linkage!**
- **Stronger, lighter stamped cover!**
- **Full ventilation for cooler running!**
- **Fade-resisting chrome silicon springs!**
- **Spring heat-insulating washers!**
- **Lower pedal load!**
- **Competitive price!**

Here's the first in a new series of Lipe direct pressure clutches to supplement the already-famous DP Line! With the introduction of the new 12" DPB single and two plate, Lipe direct pressure clutches are available for all applications involving gross vehicle weights of 19,000 lbs. and up. Additional DPB models in 13" through 15" single and two plate sizes will be available soon.

The new Lipe 12" DPB clutch is interchangeable with many other models and is easily adapted to any present vehicle requirements. Improved design, a simpler, sturdier internal lever system, and Lipe's precision manufacturing and testing assure you extra clutch mileage in your vehicles.




**WRITE or WIRE** for an Engineering Data Sheet on the Lipe 12" DPB—or for first-hand information request that a Lipe Field Engineer call on you at your convenience.

LIPE ROLLWAY

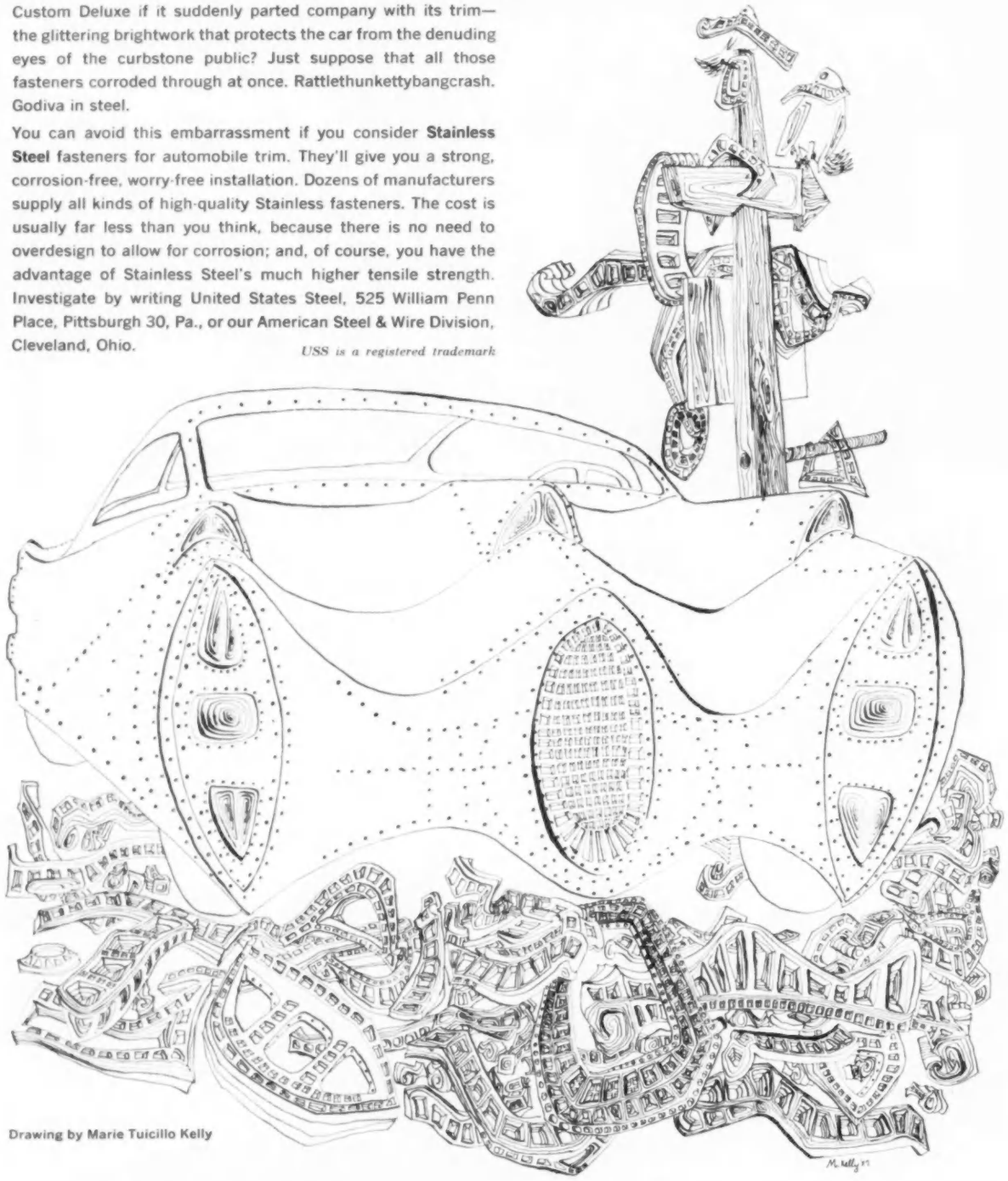
Lipe-ROLLWAY CORPORATION
SYRACUSE 1, N. Y.

# The day the trim fell off

**Could you imagine** the shy, naked look of a 1958 Sleekaire Custom Deluxe if it suddenly parted company with its trim—the glittering brightwork that protects the car from the denuding eyes of the curbstone public? Just suppose that all those fasteners corroded through at once. Rattlethunkettybangcrash. Godiva in steel.

You can avoid this embarrassment if you consider **Stainless Steel** fasteners for automobile trim. They'll give you a strong, corrosion-free, worry-free installation. Dozens of manufacturers supply all kinds of high-quality Stainless fasteners. The cost is usually far less than you think, because there is no need to overdesign to allow for corrosion; and, of course, you have the advantage of Stainless Steel's much higher tensile strength. Investigate by writing United States Steel, 525 William Penn Place, Pittsburgh 30, Pa., or our American Steel & Wire Division, Cleveland, Ohio.

*USS is a registered trademark*



Drawing by Marie Tuicillo Kelly

United States Steel Corporation–Pittsburgh
American Steel & Wire–Cleveland
Columbia-Geneva Steel–San Francisco
National Tube–Pittsburgh
Tennessee Coal & Iron–Fairfield, Alabama
United States Steel Supply–Warehouse Distributors
United States Steel Export Company

USS **United States Steel**

OSBORN®



**BEFORE BRUSHING—**
*Brass and copper tubing ends have sharp edges and rough burrs after cut-off.*



**AFTER BRUSHING—**
*Burrs and sharp edges are gone. Tube end-surfaces are smoothly, uniformly blended. And Osborn Power Brushing does the job up to 400% faster.*

# Bright idea for reducing costs

## . . . with OSBORN Power Brushing means 400% more parts per hour



**HERE'S HOW IT'S DONE**—*Simple, double-end brushing machine, using Osborn Master® Wheel Brushes, has two power heads and central conveyor. Heads are adjustable to handle deburring and edge-blending of various tube lengths.*

HERE'S how rough end-burrs are quickly, easily removed from metal components—and how this manufacturer does the job up to *400% faster with Osborn Power Brushing.*

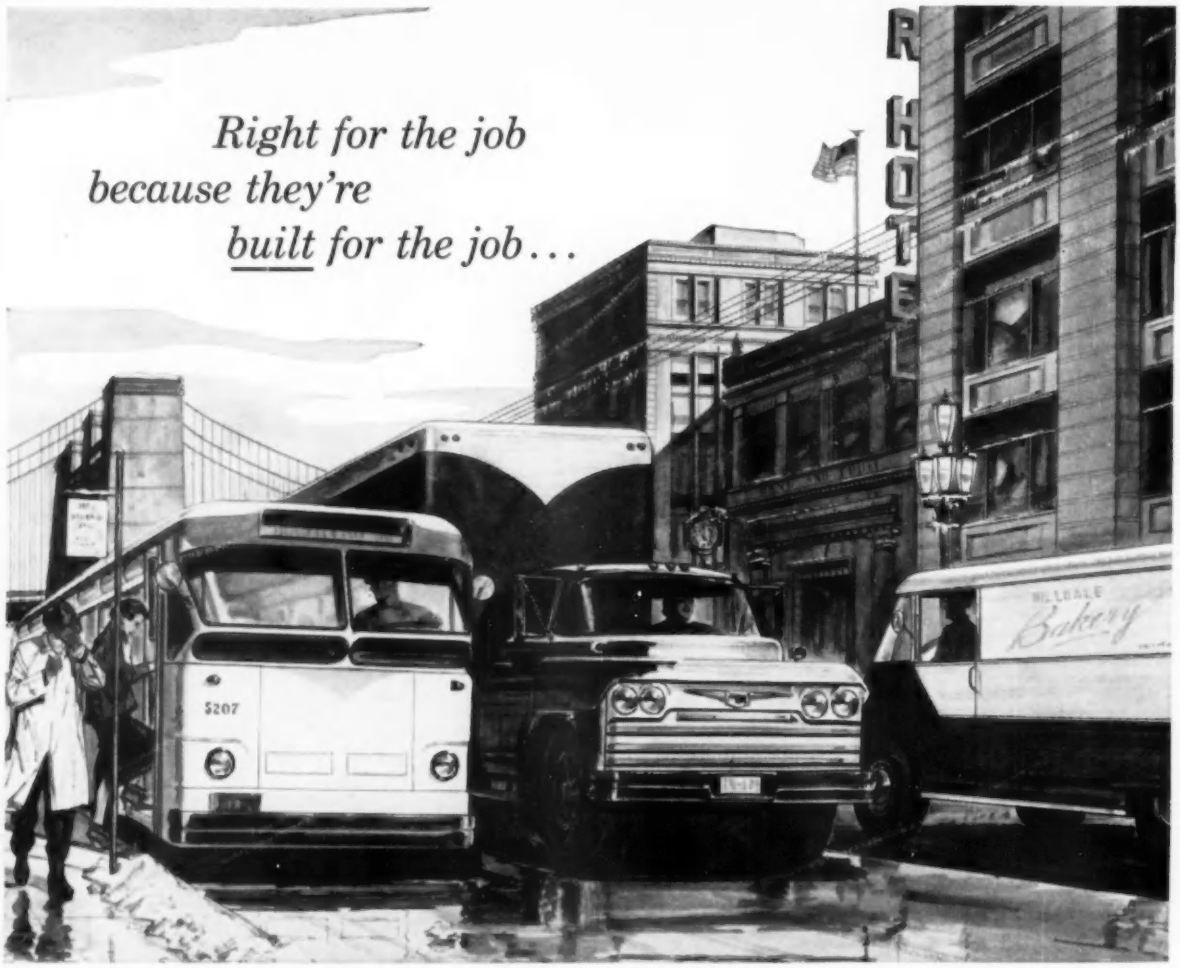
After the rough cut-off operation, cylindrical parts—like these tubes for example—are simply fed through a hopper . . . past rotating Osborn Brushes.

As the tubes are rotated by the action of the brushes, all burrs are thoroughly removed . . . tube ends are smoothly, uniformly blended.

In many cases, product quality is greatly improved at the same time costs are being cut with Osborn Power Brushing. An **O**sborn **B**rushing **A**nalysis made on *your production* can show where and how you can save money today, too. Write *The Osborn Manufacturing Company, Dept. E-62, Cleveland 14, Ohio.*

Osborn Brushes

BRUSHING MACHINES • BRUSHING METHODS • POWER, PAINT AND MAINTENANCE BRUSHES • FOUNDRY PRODUCTION MACHINERY




# EVANS HEATERS ARE RIGHT FOR TRUCKS BECAUSE THEY'RE BUILT FOR TRUCKS

**Evans heaters** . . . designed specifically for trucks and buses . . . are built for heavy-duty operation.

An Evans heater keeps the driver comfortable with a continuous flow of fresh, warm air. It also provides ample defrosting, keeping the windshield and side windows clear at all times.

Evans heaters do a better heating job because they provide both high BTU ratings and proper heat distribution. Without proper heat *distribution*, high BTU ratings are meaningless.

Evans heaters are custom-built to meet your individual requirements; each is backed with a parts "repair or replace" warranty good for a full year or 50,000 miles, whichever occurs first.

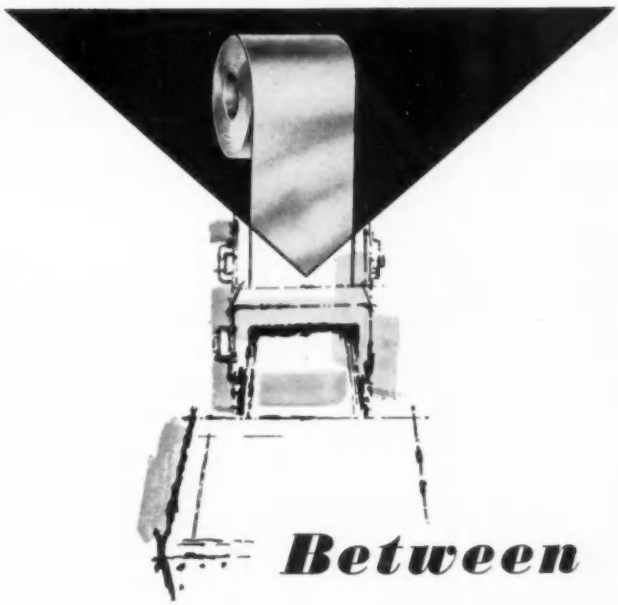
Whatever your truck heating problem, our engineers will be happy to help you solve it. Write for full information to Evans Products Company, Dept. P-3, Plymouth, Michigan.

**Regional Representatives:** Cleveland, Frank A. Chase
Chicago, R. A. Lennox Co., Inc.; Detroit, Chas. F. Murray Sales Co.
Allentown, Pa., R. R. Wiedner

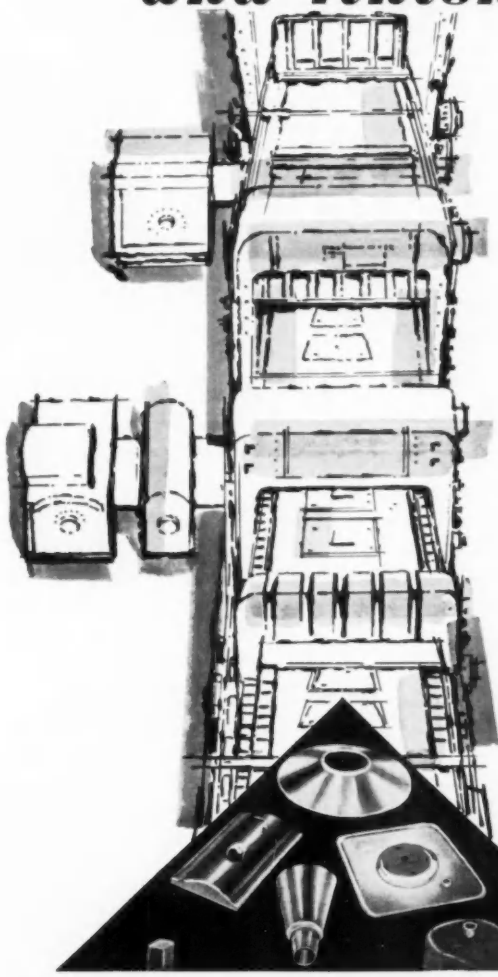
***EVANS PRODUCTS COMPANY ALSO PRODUCES:***
railroad loading equipment; bicycles and velocipedes; Evaneer fir plywood; fir lumber; Evanite battery separators and Evanite hardboard.




**EVANS PRODUCTS COMPANY • PLYMOUTH, MICHIGAN**



# Between material and finished part . . .



**AN IDEA THAT MAKES SENSE —**
**A FEDERAL-WARCO PRODUCTION LINE**

Between material and finished part is the ever present problem of bringing together the machinery necessary to perform all production on operations as speedily and efficiently as possible.

It's here, the Federal-Warco, this packaged production line has proved to be the answer for many of the nation's foremost production experts.

Simply provide Federal-Warco engineers with material and part information and they will develop a line to do the job.

The advantages: One source responsibility that means faster, more thorough service; a line that is 100% harmonic, all stations developed especially to work in synchronization; integrated and automated handling of work in process; the possibility of utilizing common drives and bases, reducing operating costs and saving valuable floor space.

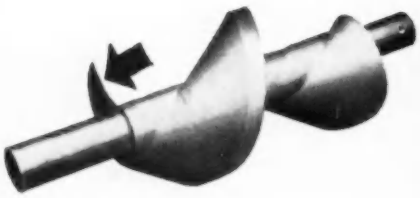
There is much more. Why not look into this modern method of production line manufacture? Talk to your Federal-Warco representative. Offices in all leading industrial areas.

**Federal / Warco**
PACKAGED
PRODUCTION LINES

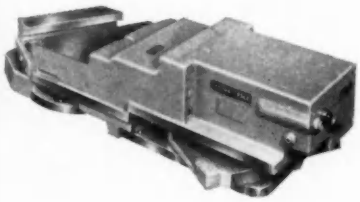
**THE FEDERAL MACHINE AND WELDER COMPANY • WARREN, OHIO**

# New turning idea is born...

## *LeBlond Engineers turn trick with tracer*



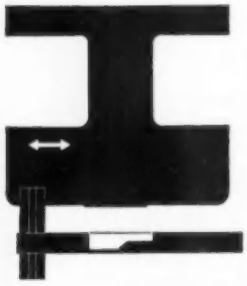


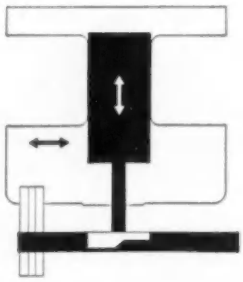


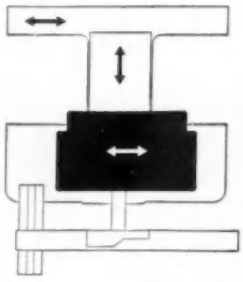
**1.** Problem workpiece—spiral rotor for pumps manufactured by Roots-Connersville Blower Co., Connersville, Indiana. Shaping just couldn't produce the wide variety of exact contours their engineers wanted. Could rotors be *turned*—automatically?

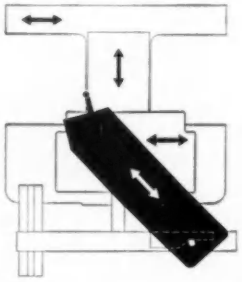
**2.** Why not? With special end gearing and full nut, we can "chase" the spiral shape like a coarse thread. That's easy . . . the problem is the contour.

**3.** We'll use Hydra-Trace to *position* the tool (not to trace). We can mount a special length slide on the cross slide to give us feed *between* cuts.







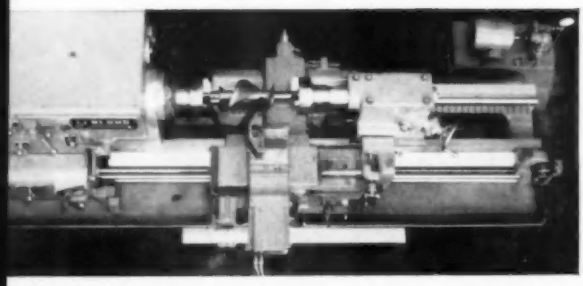


**4.** Let's see how this looks in plan. The carriage provides length motion for the tool. The template carrier moves lengthwise with the carriage.

**5.** The cross slide gives cross travel plus automatic tool relief. The template carrier also moves "in and out" with the cross slide.

**6.** The special length slide gives us feed. Not continuous feed. Just tool-positioning feed that moves the stylus along the template for each successive cut.

**7.** The template controlled Hydra-Trace positions the tool to produce the contour. During the cut, no feed takes place. Only the chasing action.



**8.** Here's the finished machine—the LeBlond Contour Chasing Lathe, basically a 32″ Standard Duty. Modifications include: special end gearing, full nut, special length slide, automatic cycling and special heavy duty reversing electrics. Lathe chases leads from 4½″ to 16″.

*. . . cut with confidence*

**The R. K. LeBlond Machine Tool Company**

*Cincinnati 8, Ohio*

LeBLOND of Cincinnati

*We welcome the opportunity to solve your special turning problems. Tell us about them. Call or write for an engineering appointment.*

*World's Largest Builder of A Complete Line of Lathes for More Than 71 Years*

# Eastman

## HIGH PRESSURE ASSEMBLIES

for

# *Responsive* POWER

INSTANT response means extra POWER. Improving the "Power-Performance Ratio" of your equipment may mean an extra bucket per minute, extra tons per hour, extra loads per day.

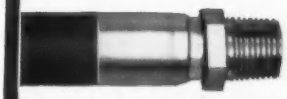
With the increasing emphasis on POWER, it pays to safeguard the most important link in your hydraulic system with Eastman *High Pressure* Hose and Tube Assemblies.

Eastman Coupling Design gives you maximum orifice, consistent with essential safety and strength, to provide "trigger-response" through unrestricted flow from pump to point of work—plus prompt return.

### BENT TUBING TO YOUR SPECIFICATIONS

Eastman's modern, hydraulically-controlled tube bending equipment provides bent tubing to your precise specifications—made with flared or beaded ends for your required fittings. Quality workmanship assures satisfactory performance. Mass production economies assure competitive quotations.

For positive power delivery and efficiency throughout your hydraulic system—plus appearance and sales appeal—it pays to specify Eastman High Pressure Hose and Tube Assemblies for your original equipment.



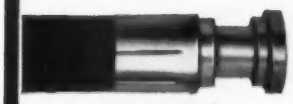
**PERMANENTLY ATTACHED MALE (NPTF)**

America's most popular OEM Coupling for 1, 2, and 3 wire braid rubber cover hose, and 4 spiral wire extra high pressure hose.
Sizes: 3/16" thru 3".
Working Pressure: 375-5000 p.s.i.



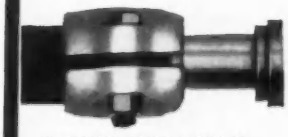
**PERMANENTLY ATTACHED SWIVEL FEMALE**

Eastman permanently attached couplings give you **a bond stronger than the hose itself!** For 1, 2 and 3 wire braid rubber cover hose.
Sizes: 3/16" thru 2".
Working Pressure: 375-5000 p.s.i.



**PERMANENTLY ATTACHED FLANGE HEAD COUPLINGS**

A no-thread, no-leak "O" ring connection, with split flange and insert available in angles from 0°-90°, for 1 and 2 wire braid rubber cover hose.
Sizes: 1/4" thru 2".
Working Pressure: 375-5000 p.s.i.



**INTER-LOCK® CLAMP COUPLINGS**

**Exclusive Combination:** Clamp-type coupling with "Inter-Lock" feature and blowout-proof split flange for 1 and 2 wire braid rubber cover hose.
Sizes: 1/4" thru 2".
Working Pressure: 375-5000 p.s.i.



**2-PIECE REUSABLE SWIVEL FEMALE**

Increase serviceability of your original equipment with Eastman Reusable Couplings—for rubber and cotton cover hose.
Sizes: 3/16" thru 1 3/16".
Working Pressure: 375-5000 p.s.i.

Eastman
*first in the field*

MANUFACTURING COMPANY
Dept. AI-3 • MANITOWOC, WISCONSIN

**WRITE FOR HIGH PRESSURE CATALOG!**

Get on our mailing list to receive our latest Technical Bulletins, Catalogs and Special Inserts.





# $21 for a sales call —but how many dollars worth of SELL?

Recent surveys show that the average cost of a sales call is approximately $21. Costs in your company may be somewhat more or somewhat less—but the important question is "How much SELL are you getting for your sales call dollar?"

You are not getting full value unless you are giving industrial advertising a chance to do its proper share of the sales job—making continual contacts, arousing interest, creating preference for your company and its products.

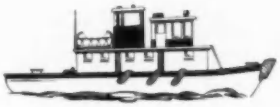
If advertising is doing this part of the job, your salesmen can concentrate on the "climax steps" of selling—showing the prospect what your products will do for him, and getting his order.

The salesman always "carries the ball," but he gains more ground when a well-balanced advertising program "runs interference" for him.

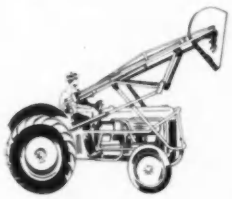
**NATIONAL INDUSTRIAL ADVERTISERS ASSOCIATION, INC.**

*271 Madison Avenue, New York 16, N. Y.*

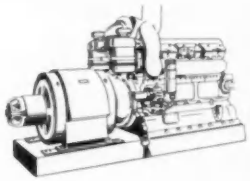
An organization of over 4000 members engaged in the advertising and marketing of industrial products, with local chapters in ALBANY, BALTIMORE, BOSTON, BUFFALO, CHICAGO, CLEVELAND, COLUMBUS, DALLAS-FORT WORTH, DENVER, DETROIT, HAMILTON, ONT., HARTFORD, HOUSTON, INDIANAPOLIS, LOS ANGELES, MILWAUKEE, MINNEAPOLIS-ST. PAUL, MONTREAL, QUE., NEWARK, NEW YORK, PHILADELPHIA, PITTSBURGH, PORTLAND, ROCHESTER, ROCKFORD, ST. LOUIS, SAN FRANCISCO, TORONTO, ONT., YOUNGSTOWN.



# YOUR SMALLER DIESELS CAN BE TURBOCHARGED, TOO ...AT LOW COST!









*New AiResearch T-7 turbocharger is designed for diesels with naturally aspirated ratings of from 80hp to 130hp, will increase power up to 50%*

A typical AiResearch T-7 installation will give a 900 lb. engine the power of a 1400 lb. engine with greatly reduced specific fuel consumption. It not only increases your payload, but, because it makes your diesel run cooler, it actually extends engine life.

Its low cost, small size, high output and extremely light weight make it the first practical solution to the turbocharging of low horsepower diesels.

Like all AiResearch turbochargers, the T-7 is air-cooled (making no demands on the cooling system of your engine), reduces noise and smoke and maintains sea-level power at high altitudes. Installed on your small diesel, it means smaller initial cost and lower operating costs than those of any naturally aspirated diesel of comparable output.

Your inquiries are invited.

**BASIC SPECIFICATIONS FOR AIRESEARCH TURBOCHARGERS**

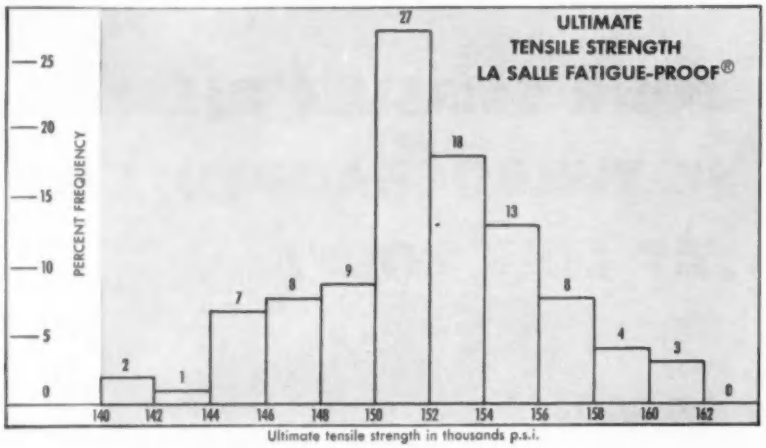
| MODEL | T-7 | T-10 | T-14 | T-30 |
|---|---|---|---|---|
| Output — lb/min. (Standard Conditions) | 15-30 | 29-51 | 30-60 | 50-100 |
| Diameter — in. nom. | 8.5 | 10.0 | 11.5 | 15.1 |
| Length — in. | 8.5 | 10.5 | 12.9 | 14.7 |
| Weight — lb. | 24.0 | 40.0 | 95.0 | 112.0 |

THE GARRETT CORPORATION

AiResearch Industrial Division

*9225 South Aviation Blvd., Los Angeles 45, California*

DESIGNERS AND MANUFACTURERS OF TURBOCHARGERS AND SPECIALIZED INDUSTRIAL PRODUCTS




**The above chart shows the range of ultimate tensile strength over a period of one year's production. Average value obtained is approximately 150,000 p.s.i.**

# "e.t.d."™ Process Applied to FATIGUE-PROOF™ Steel Bars Gives Added Strength, Greater Uniformity, Better Machinability

***Guaranteed 140,000 p.s.i. minimum tensile . . . no heat treating necessary***

Six important physical and mechanical properties, (1) a high strength level, (2) exceptional uniformity, (3) improved machinability, (4) wear resistance, (5) resistance to fatigue, and (6) dimensional stability, are desirable features of La Salle "FATIGUE-PROOF" steel bars, produced by the new "e.t.d." (Elevated Temperature Drawing) process.

**Strength . . .** "FATIGUE-PROOF" is a carbon steel bar which replaces both hot-rolled or cold-finished carbon and alloy heat-treatable steel bars. Production figures show hardnesses between Rc 30 and Rc 36 (with a minimum hardness guarantee of Rc 30). The guaranteed minimum tensile strength is 140,000 p.s.i. with a 150,000 p.s.i. average.

"FATIGUE-PROOF" is better than a heat treated bar because it is not quenched and tempered and so the problems frequently associated with quenching and tempering such as (1) quench cracks, (2) non-uniformity of section, (3) soft centers, and (4) heat treat distortion are eliminated. Costly secondary operations such as grinding, cleaning, and straightening are not necessary. Rejects are minimized.

**Exceptional uniformity...** "FATIGUE-PROOF" is remarkably uniform from bar to bar, end to end, size to size, and lot to lot. Design and production engineers can depend upon it being the same from day to day and job to job.

Individual processing of each bar plus the inherent good qualities and characteristics of the "e.t.d." process account for the excellent uniformity. Microstructures are uniformly pearlitic.

**Improved machinability...** "FATIGUE-PROOF", made by "e.t.d.", machines 50% to 100% faster than heat treated alloys, and 25% faster than annealed alloy steels. It machines with a very fine finish, and gives excellent tool life. These characteristics make it an ideal steel for production parts.

**Wearability . . .** Field applications such as gears, pinions, pins, and screws prove that "FATIGUE-PROOF" has good wear resistance. It resists galling and seizure, partly due to its hardness . . . and probably due to the anti-weld characteristics of its chemistry. Further, "FATIGUE-PROOF's" pearlitic structure appears to resist sliding wear better than a quenched and tempered structure of equal hardness.

**Resistance to fatigue . . .** The chief reason for the failure of highly stressed parts is fatigue. While part shape, unfavorable residual stresses, tool marks, gouges in highly stressed areas, and many other factors contribute to fatigue failure, most materials have also an inherent quality . . . endurance limit that is an indication of ability to resist fatigue.

"FATIGUE-PROOF" has this inherent quality to resist fatigue. Laboratory tests prove that fatigue properties are at least comparable to those of expensive heat treated steels of the same strength level. Numerous field tests, under severe operating conditions, have proved this to the satisfaction of many manufacturers.

**Dimensional stability...** "FATIGUE-PROOF" maintains a high degree of dimensional stability in machining because of its low order of residual stresses.

**Details of the e.t.d." process . . .** Elevated Temperature Drawing involves (1) the selection of bar chemistry, (2) the amount of reduction in cross-sectional area of the bar as it is drawn through a special die, and (3) a preselected elevated drawing temperature which will result in the desired final properties.

Although the "e.t.d." process was first announced early in 1957, it has been used in the production of "FATIGUE-PROOF" steel bars since September 1955. Four U.S. Patents (Nos. 2,767,835, -6, -7, and -8) were granted October 23, 1956, covering the "e.t.d." process – an exclusive development of La Salle Steel Company.

### *How manufacturers can obtain sample Fatigue-Proof steel bars for testing*

LaSalle Steel Company has announced that samples of "FATIGUE-PROOF" steel bars, made by the "e.t.d." (Elevated Temperature Drawing) process, are available for test purposes on a no charge basis to manufacturers where it appears that "FATIGUE-PROOF" can help improve products and reduce production costs.

Applications for a sample bar are invited from manufacturers making parts from either hot-rolled or cold-finished carbon or alloy steel bars which require high tensile strength.

Interested manufacturers may write for a test sample by sending a blueprint or application details direct to LaSalle Steel Company, Advertising Department, P. O. Box 6800-A, Chicago 80, Ill.

"FATIGUE-PROOF" is also available from your steel distributor . . . write for his name.

### *Brochure tells story of Fatigue-Proof steel bars*



"A New Material" is the title of a 24-page booklet which gives detailed information covering La Salle "FATIGUE-PROOF" steel bars made by the Elevated Temperature Drawing process.

The booklet presents the results of more than one year's tests of production samples and reports on eight application case studies. Copies available on request.

*TM—Trademarks of La Salle Steel Company*



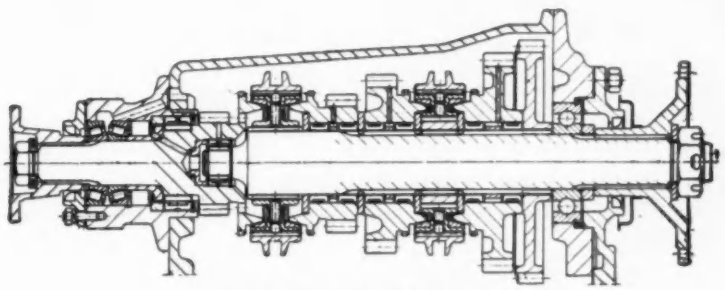
La Salle STEEL CO.

1438 150th STREET
HAMMOND, INDIANA

*Oldest in age*
*Still in the lead*

loose needles | needle cartridges | complete bearings





GEAR BOX FOR TRUCKS



NADELLA
NEEDLE BEARINGS

ACTA

133 à 137 BOUL. NATIONAL - RUEIL-MALMAISON (S.-&-O.) FRANCE



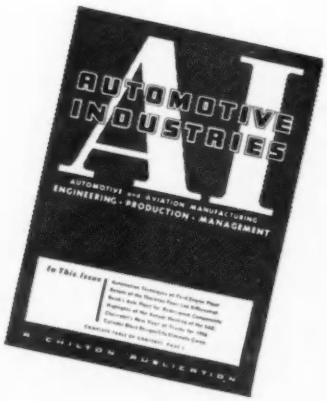

John Deere Waterloo Tractor Works, Waterloo, Iowa—one of the largest tractor plants in the world—covers over 148 acres. Here are made various types of ultramodern tractors that meet the power requirements of nearly every size farm and every kind of crop.

# Who reads **AUTOMOTIVE INDUSTRIES**

## at John Deere?

Twice each month Deere & Company executives look to A.I. for latest news in their fields. Automotive Industries subscribers among the key men of this outstanding manufacturer of self-propelled farm equipment number over 100—in management, engineering, production and sales. In addition to the 56 engineering and 40 production subscribers, many others in these departments read routed copies regularly.

There's a mighty good reason why over 21,000 busy men prefer A.I. It gives them exclusive, authoritative coverage of latest design and production developments. Some 3700 manufacturers of cars, trucks, buses, tractors, aircraft, engines, parts, and powered agricultural and construction equipment value this editorial service highly. They have a lot to say in the spending of $15 billion annually by their companies. Build your sales with a consistent advertising program in A.I.




**AUTOMOTIVE INDUSTRIES** *A Chilton Publication*

Chestnut and 56th Streets • Philadelphia 39, Pa.

*Help Satisfy the "Low Cost" Requirements of Your Design*

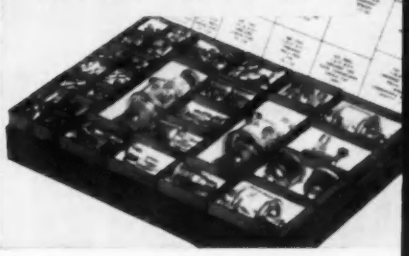
# GITS

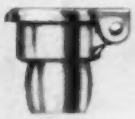
*World's Largest Selection of*

# LUBRICATING DEVICES

**LUBRIKIT**... An assortment of 95 oil cups of 29 different types. Gits sales records show these oilers are most used for replacement and maintenance. Contents of each separate bin are clearly described on Inside Cover.

Special Introductory Price
Just $14.95 F.O.B. Factory
Satisfaction or your money back





Style R — No. 304
Shoulder Drive

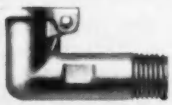
## OIL HOLE COVERS



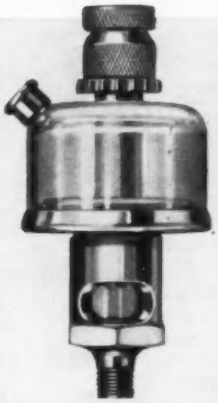
Style G — No. 505
Beaded Drive



Style GB — No. 527
Ball Valve



Style L — No. 1204
Brass Elbow (Threaded)



## SIGHT GRAVITY FEED OILERS

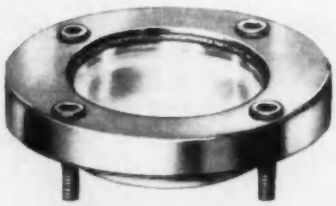
Rate of oil flow regulated by needle valve, directly observed through sight glass in stem. Shut-off knob does not affect needle valve adjustment. Visible oil supply. Non-breakable. Tops in convenience and dependability, at low cost. Style NFU—No. 3602-A.



## GEAR CASE GAUGES

This oil gauge plug permits instant checking of oil level within a transmission or gear case. For use where construction permits insertion in tapped hole. A valuable addition to any such equipment — at very low cost. Style BW—No. 4042.

## GEAR CASE GAUGES



Screw mounted, to set flush. Glass port is backed with white enameled reflector, to make oil level (in gear case or transmission) readily visible, even in dim light. Style CW — No. 4032.

## SIGHT GAUGES



For use where rate of oil flow must be regulated to suit changing operating conditions. Needle valve permits extremely accurate adjustment of oil feed. Sight glass provides direct observation of rate of oil flow. Accuracy and convenience at a moderate price. Style PF—No. 4290.

Don't price yourself out of the market. When you design proper lubrication into your equipment, specify GITS Lubricating Devices—the widest selection available anywhere. The items pictured above are only a few of our many thousands of lubricating devices. At the design stage, get the GITS story. Free Engineering Service. Send NOW for your free Catalog.

See us at the Design Engineering Show, Chicago Amphitheater, Booth 838

**GITS BROS. MFG. CO.**

*The Standard For Industry For Almost Half A Century*

1870 South Kilbourn Avenue
Chicago 23, Illinois

*Clip this page for handy "rough reference"*

# STRONG

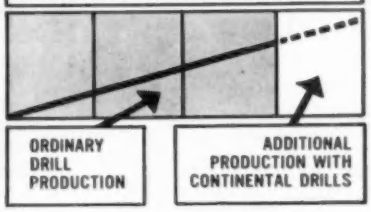
## CONTINENTAL Certified DRILLS



## MORE HOLES PER DRILL

Today's drilling problems on both standard and new metals require twist drills with *something extra* built into them. That's why Continental drills are so acceptable to leading *cost conscious* production plants. Reduced friction heat and greater chip clearance are only a few of the reasons why Continental drills *last longer*—up to 25% more production. Ask your industrial jobber for the "Continental Story"

**MAJOR PRODUCTION PLANTS PROVE CONTINENTAL DRILLS LAST LONGER!**







**CONTINENTAL DRILL CORPORATION**

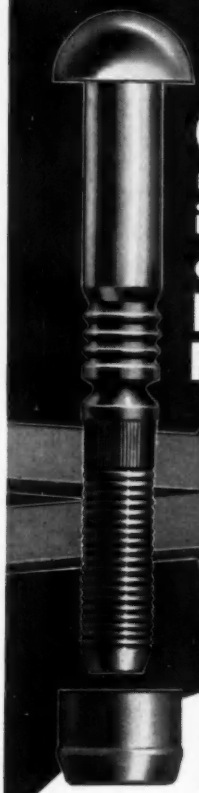
555 W. Adams St., Chicago 6, Illinois

WAREHOUSES:

| NEW YORK | LOS ANGELES | TACOMA, WASH. |
|---|---|---|
| 50 Church Street | 6551 Whittier Blvd. | 2006 Center Street |
| CO 7-5662 | RA 3-1287 | MA 7-3434 |

# up to 70% SAVING

## in assembly cost with HUCKBOLT FASTENERS



**check these features:**

- High shear and tensile strength.
- Uniform high clinch and preload.
- Positive mechanical lock.
- Excellent sealing qualities.
- Fast, quiet installation.
- Low installed cost.
- Easy removal.
- Your choice of materials and head styles.

Huck fasteners offer you maximum uniform strength, high production, quiet application at advantageously low installed cost. There is a HUCK fastener to fill your need. Write for our condensed Commercial Catalog (No. 8-414) or a HUCK Fastener Consultant will call at your request.

**HUCK** *MANUFACTURING COMPANY*

2480 Bellevue Ave • Detroit 7, Mich.
Phone WAlnut 1-6207

# Transmit Motion This Positive Low Cost Way!

# TOUREK *"STANDARD"* BALL JOINTS

### TYPE "A" BALL JOINT



Non adjustable spring type with a light pre-set tension. The shell is spun over the top cap bearing and a spring applies the tension of bearings against ball screw. This Ball Joint is used universally in hundreds of applications where excessive pressures would not be applied against the top cap.

### TYPE "EC" BALL JOINT



Ball socket is located in same unit as cross drilled hole, giving added wall thickness. Ball stud with short neck allows more than 250 lbs. force against this unit. Swivel construction is assembled with a grease resistant neoprene washer to cushion movement and maintain proper tension. A spring clip allows rapid adjustment over great length. Stocked for rod sizes ¼" and 5/16".

### TYPE "B" BALL JOINT



This is an adjustable spring type Ball Joint with cap bearing slotted one way. The threaded top bearing is assembled to maintain light tension against the bottom bearing and spring. A cotter pin is used to maintain proper adjustment. This type Ball Joint is ideal for applications requiring take up of wear.

### TYPE "F" BALL JOINT



Low cost, trouble free unit readily adapted to various rod or shell sizes. Non adjustable type permitting 15° movement in any direction. No retaining devices needed. The type "F" should be applied where the higher cost of adjustable Ball Joints makes it necessary to substitute clevises, trunions, bent rods or other less effective ways to transmit motion.

### TYPE "C" BALL JOINT



The type "C" Ball Joint is a positive adjustable type. It has no spring tension. The shell is cross drilled five ways. The fine pitch thread top bearing is inserted and locked by a cotter pin to provide desired free movement. Construction and adjustment features of this Ball Joint make it an outstanding number in the TOUREK line.

### NEW SLIP-ON BALL JOINT



For quick assembly in "hard-to-get-at places". Slight retraction of outer shell exposes socket for quick insertion or withdrawal of ball. There are four component parts. 1. Shell 2. Outer housing 3. Spring 4. Ball Screw. This design completely houses compression spring and retains ball screw in its machined socket. Cotter pins, clips, or other retaining devices are eliminated.

**Tourek**
BALL JOINTS
The Recognized "STANDARD"

**MAIL THE COUPON TODAY!**

**World's largest manufacturer of "STANDARD" Ball Joints. Also makers of Pipe Plugs and quality Screw Machine Products. Range: up to 2⅝" diameter single and multiple spindle machines. Operations include: Threading • Tapping • Milling • Drilling • Grinding • Polishing • Plating • Heat Treating • Silver Soldering.**



ESTAB. 1920

**J. J. TOUREK MANUFACTURING COMPANY**
1901 SOUTH KILBOURN AVENUE, CHICAGO 23, ILLINOIS

Gentlemen:

Please mail to me at once, complete information and prices on TOUREK "STANDARD" Ball Joints, Rods and Linkages.

Name_____

Company_____

Address_____

City_____ Zone____ State_____

## Do your machines have a Built-in Future?



When you buy new hobbing machines, gear your thinking to the future.

It is not enough just to meet today's production requirements. The machines you buy now must have "built-in" features that will measure up to the high-speed production demands of tomorrow.

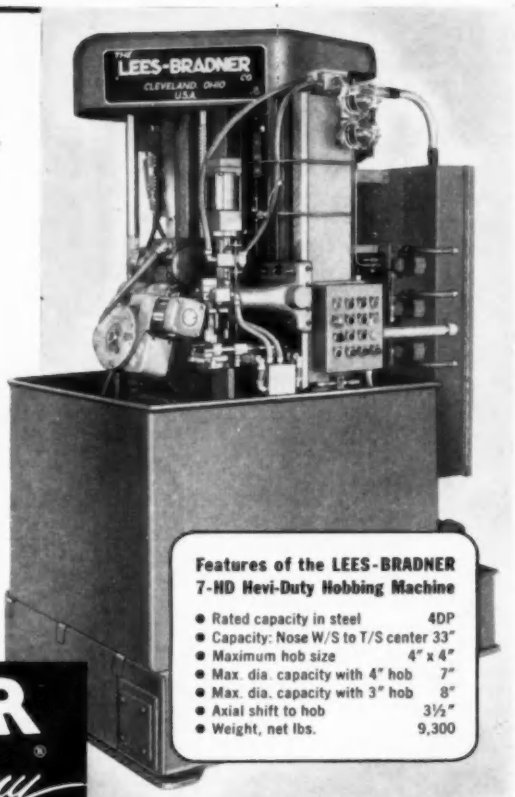
The Lees-Bradner Company manufactures a complete line of hobbing machines designed to fulfill varied requirements.

For example, this 7-HD Hevi-Duty Single Spindle Hobbing Machine is built to hob *today* at *tomorrow's* higher feeds and speeds. It's a heavy, powerful machine equipped with a new hob head featuring an axial shift of 3½ inches.

The 7-HD is also available in 4 and 6-spindle rotary models.

For complete technical information on Lees-Bradner "years ahead" Hobbing Machines send for your free 7-HD brochure . . . or contact the Lees-Bradner representative in your area.

**IF YOU THREAD OR HOB . . . GET A BETTER JOB WITH A LEES-BRADNER**




**Features of the LEES-BRADNER 7-HD Hevi-Duty Hobbing Machine**

| | |
|---|---|
| Rated capacity in steel | 4DP |
| Capacity: Nose W/S to T/S center | 33" |
| Maximum hob size | 4" x 4" |
| Max. dia. capacity with 4" hob | 7" |
| Max. dia. capacity with 3" hob | 8" |
| Axial shift to hob | 3½" |
| Weight, net lbs. | 9,300 |

the LEES-BRADNER Company

CLEVELAND 11, OHIO • U.S.A.

## Thousands of users know FITZGERALD Metallic Aluminum-Fused-Oxide Steel Asbestos GASKETS end costly gasket failures

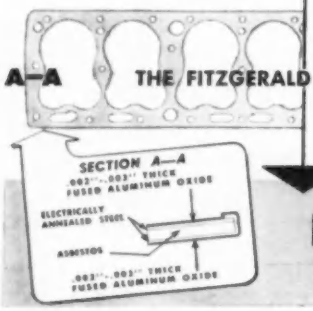
Specially designed, ruggedly built, to give a lasting, perfect seal in high compression engines, gasoline or diesel.

*There's a Fitzgerald Gasket for Every Engine*

*Grease Retainers*

*Cork Gaskets*

*FITZ-Rite Treated Fiber Gaskets for oil, gasoline and water connections*




THE FITZGERALD MANUFACTURING CO.
Torrington, Connecticut

FITZGERALD gaskets SINCE 1906

## *A Revolutionary* NEW CONCEPT of FOUR CYCLE RECIPROCATING ENGINES

The original 200+ H.P. engine is designed specifically for use in light planes, trucks, busses, tractors, stationary or marine applications.

***NOW APPROVED BY C.A.A.***

✓ **FORCES ARE CONTROLLED**
Centrifugal forces are eliminated. Reciprocal forces are offset near their source.

✓ **MANY MAJOR IMPROVEMENTS**
The Herrmann engine has many valuable demonstrable major improvements not possible with conventional engines.

✓ **USES HALF AS MANY PARTS**
Here is a phenomenal engine, powerful, responsive, with a never-before-possible economy. Original cost is reduced drastically because it has no crankshaft, no valve camshaft, no connecting rods, no rocker-arms, no push rods, no vibration damper, no counterweights.

***For other details see Automotive Industries, Sept. 15, 1957, pp. 162-3. Operating Engines Available for Demonstration. Write to***

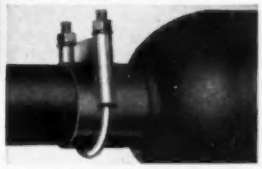
**KARL L. HERRMANN**
**1405 AIRWAY, GLENDALE 1, CALIFORNIA**

CLAMP . . . don't CRAMP MUFFLER CONNECTIONS




**Get 360 Degree, 100% Leak-proof Tightness**

This new, patented, precision-formed Clamp provides a positive 360° leak-proof seal of superior strength yet possessing sufficient flexibility to prevent "freezing" and possible joint breakage. Light weight; easy to assemble; improves exhaust system; gives long-lived service; re-usable.



Metal Clamp of 13 gauge material with ⅜" U-Bolt. Available in sizes from 2" to 4". Write or phone for complete information and prices.

*Used or Sold by:*

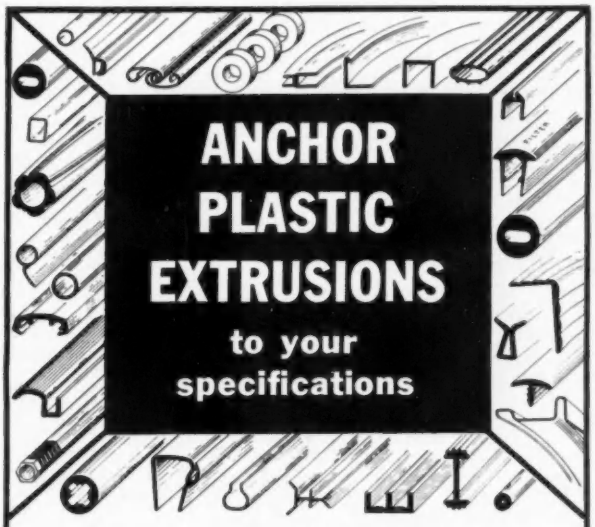
Balclamp, Inc.
*Freightliner Corp.
*G M C Truck & Coach
*Hendrickson Mfg., Co.
*International Harvester Kimball Co.
*Mack Trucks, Inc.
*P & H Diesel Engines
*Pacific Car & Foundry
Premier Autoware Co.
*Southern Coach Parts
All N.A.P.A. Distributors
*West Coast International
*White Motor Co.

*For Original Equipment

**CLAMPS, Inc.,**
DIVISION OF
RIKER MANUFACTURING, INC.
4901 STICKNEY AVE. • TOLEDO 12, OHIO

LICENSED DISTRIBUTORS TO THE AFTER-MARKET:
AP PARTS CORPORATION AND AFFILIATED COMPANIES





**ANCHOR PLASTIC EXTRUSIONS**
**to your specifications**

**Shapes, Rods, Tubes, Fabricated Extruded Parts, Curved Extrusions*, Plasti-Metallic Trim Moldings.**

- **We have made more complex extrusion dies than anyone we know.**
- **Our 17 years' experience in custom-extrusion and fabrication is your assurance of top quality service, at minimum cost.**
- **No die charge for rods or tubes.**
- **Send us your prints for prompt quotation.** ***Pat.**

*WRITE FOR INFORMATIVE BROCHURE "EXTRUDED PLASTICS"*

**ANCHOR PLASTICS CO., INC.**
36-36 36th St., Long Island City 6, N. Y. RA 9-1494



**NEW! Packed with vital developments for the nuclear age**

# PRODUCTION HANDBOOK

SECOND EDITION

*For higher output, lower costs, peak efficiency . . .*




**COMPLETE—ALL-INCLUSIVE,** this new *Production Handbook* is your key to the management-engineering methods that are today revolutionizing traditional concepts of production planning, control, and efficiency. New materials, new machines, new processes, new functioning of company organization—all are reflected in this big Handbook's 1,700 pages of practical production know-how.

**The only fully integrated guide** to modern manufacturing, this volume puts at your fingertips proved principles, time- and work-saving systems, and successful operating procedures, *for each phase of modern production activity.*

*Edited by* **GORDON B. CARSON**
*Dean, College of Engineering; Director, Engineering Experiment Station, Ohio State University.*
**With Board of 48 Contributing, Consulting Editors**

**Time-saving analytical methods** help you cut through the calculations and paperwork attendant to complex manufacturing processes. New approaches and techniques help you save hundreds of hours in completing work and time studies, isolating costs, interpreting research, dealing with scores of important day-to-day problems.

- At whatever stage manufacturing is approached, the Handbook calls your attention to relevant information concerning materials, financing, transportation, type and design of product, distribution, new equipment and processes, demonstrating how production interlocks with these vital factors.

**25 SECTIONS! Plant Organization — Production Planning, Control — Control Systems — Materials Control, Standardization — Purchasing — Storeskeeping — Quality Control — Statistical Methods — Charting, Graphic Methods — Process Charts — Work Measurement — Motion, Methods Study — Work Simplification — Wage Plans — Electronic Computers — Research, Development — Plant Layout, Location — Processes — Tools, Jigs, Fixtures — Materials Handling — Plant Maintenance — Safety, Fire Prevention.**

**TODAY'S APPLICATIONS of**
Charting and Graphic Methods
Operations Research
Electronic Gaging and Control
Work Sampling
Statistical Methods
Automation
Electronic Computers
Research and Development
Work with Nuclear Materials

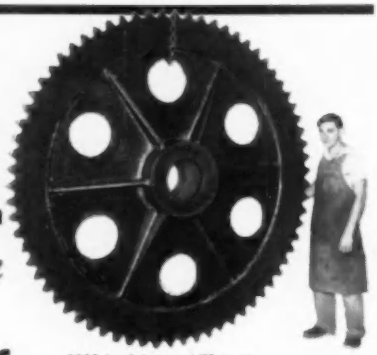
BIG 6" x 9" format for greater readability
725 Forms, Charts, How-to-do-it Drawings, Photographs 1,700 Pp. 60-Page Index $16

**CLIP AND MAIL COUPON TODAY!**

The Ronald Press Company
15 East 26th St., New York 10, N. Y.
Please rush ___ copy(ies) of the new PRODUCTION HANDBOOK, 2nd Edition, Edited by Carson. Price: $16.
☐ Check enclosed ☐ Bill me ☐ Bill firm
*(Publisher pays postage when check accompanies order)*
Name
Firm A1-1
Address
City Zone
State

THE RONALD PRESS COMPANY, N.Y., N.Y.

## CUT YOUR LARGE SPROCKET and GEAR COSTS with *Cogmatic* FLAME MACHINING



3000 lb. fabricated 70 tooth 90.56" P.D. Sprocket



3 strand roller chain Sprocket

- Flame machined from 1045 steel plate or rolled steel rings up to tolerances of .008
- Most any size, shape of tooth and spacing
- Gear or sprocket diameters from 10" up to 240", up to 3" thick faster than machining or hobbing
- Teeth hardened to 45-55 Rockwell with up to ⅛" depth in hardening pattern
- Prove this yourself! Send blueprint or sample for quote

**COGMATIC DIVISION**
**SEAMAN-ANDWALL CORPORATION**
213 North 25th St.
Milwaukee, Wisconsin

COGMATIC DIVISION, Seaman-Andwall Corp., Milwaukee 1, Wisconsin
Please rush catalog about Cogmatic Precision Flame Machining
Name ..... Title .....
Company .....
Address .....
City ..... State .....

TO ADD BEAUTY, COLOR AND SALES APPEAL
FOR CUSHIONING
FOR SILENCING

FOR A DURABLE PROTECTIVE COATING

## INVESTIGATE *Cellusuede* FLOCK




THE PRODUCT FINISH *with* A THOUSAND USES

Every day product designers, industrial finish and material engineers are finding new, profitable uses for Cellusuede Flock—industry's most versatile product coating. With these cotton, rayon or hair fibers, you can add new beauty, color, and sales appeal to your product, provide a durable protective finish, silence noises, or dampen vibration. Best of all, the soft velvet-like Cellusuede finish is easy to apply to wood, metal, plastic, fabrics, leather, cardboard, or paper surfaces, either on a modified or production line basis. It's inexpensive, more durable than fabric, and readily available in a wide range of textures and beautiful colors. Investigate today the profit possibility of using Cellusuede for your product.

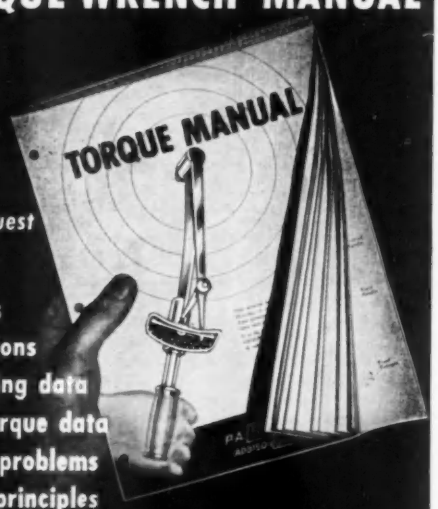
***FREE BULLETIN—SAMPLES, TECHNICAL SERVICE***

Write for 12-page bulletin illustrating profitable uses and applications. For help with a specific job, Cellusuede's technical service and unexcelled facilities are available for producing samples to meet your needs.



**CELLUSUEDE PRODUCTS, INC.**
Producers of Natural and Synthetic Flock
522 N. MADISON STREET • ROCKFORD, ILL.

## "TORQUE WRENCH" MANUAL




*Sent upon request*

Formulas
Applications
Engineering data
Screw torque data
Adapter problems
General principles

P.A. STURTEVANT CO.
ADDISON QUALITY® ILLINOIS
Manufacturers of over 85% of the torque wrenches used in industry

## DYKEM STEEL BLUE®

Stops Losses making Dies and Templates

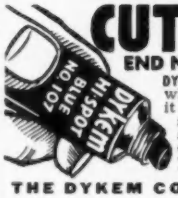



Popular package is 8-oz. can fitted with Bakelite cap holding soft-hair brush for applying right at bench: metal surface ready for layout in a few minutes. The dark blue background makes the scribed lines show up in sharp relief, prevents metal glare. Increases efficiency and accuracy.

*Write for sample on company letterhead*

**THE DYKEM COMPANY**
2301-L North 11th St. • St. Louis 6, Mo.

## CUT SCRAPER TIME




**END NIGHT CLEANUP & MORNING REBLUING**

DYKEM HI-SPOT BLUE No. 107 is used to locate high spots when scraping bearing surfaces. As it does not dry, it remains in condition on work indefinitely, saving scraper's time. Intensely blue, smooth paste spreads thin, transfers clearly. No grit; noninjurious to metal. Uniform. Available in collapsible tubes of three sizes. Order from your supplier. Write for free sample tube on company letterhead.

THE DYKEM CO., 2301-L NORTH 11TH ST., ST. LOUIS 6, MO.

AUTOMOTIVE INDUSTRIES is read by general executives, production men, engineers, purchasing agents and others whose o.k. means orders for those who sell to The World's Largest Manufacturing Industry.

# STAMPINGS

Produced economically in our modern plant for:

AUTOMOTIVE, INDUSTRIAL EQUIPMENT, AIRCRAFT, AGRICULTURAL INDUSTRIES AND OTHERS; will boost your output at material savings.

Our production, engineering and tool-room facilities are geared to the volume usage of your industry.

*Send us your inquiries*

**LANSING STAMPING COMPANY**

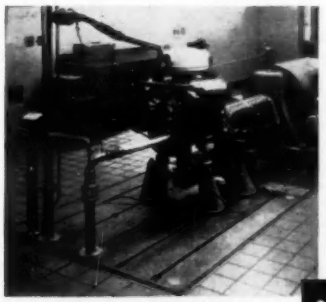
1157 So. Penn. Ave.
Lansing 4, Michigan

ESTABLISHED 1914

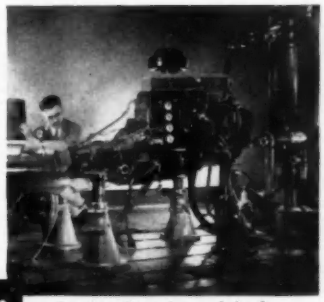
G&O Radiators
43rd Year

ENGINE COOLING RADIATORS
•
HEATERS
•
OIL COOLERS
•

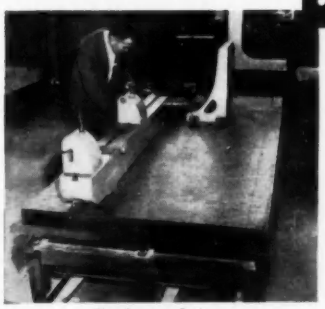
**THE G & O MANUFACTURING CO.**
142 WINCHESTER AVENUE
NEW HAVEN CONNECTICUT



* Dynamometer bases



Engine Stands and Jacks



Surface plates



Base plates

## *Quality Control Starts Here**

. . . and from Lake Shore you have the opportunity to select from a complete line of standard plates and stands, or submit your specifications for plates engineered to your exact requirements.

Lake Shore plates are standard equipment in auto manufacturers' testing and development centers. Their highly accurate surfaces —either planer finish, machine ground or hand scraped—offer a "true reference" for precision work. Only flaw-free Lakenite iron is used to insure lasting reliability.

Send for a copy of our base plate booklet which illustrates the complete line of Lake Shore bases, plates and stands.

Please send me a free copy of the Lake Shore base plate booklet.

Name_____

Title_____

Company_____

Address_____

City_____ Zone____ State_____

**Lake Shore, Inc.**

Lake Shore Engineering Division
IRON MOUNTAIN, MICHIGAN

# Index to

The Advertisers' Index is published as a convenience, care will be taken to index correctly. No allow-


A

AMP Inc. ..... 260
Acadia Div. Western Felt Wks. 20
Accurate Spring Mfg. Co. .... 343
Aetna Ball & Roller Bearing Co. ..... 174
Ajax Mfg. Co. ..... 295
Alan Wood Steel Co. ..... 186
Alemite Div. Stewart Warner 25
Allegheny Ludlum Steel Corp. 173
Allis-Chalmers
Engine Material Handling Div. ..... 234
Industrial Equipment Div... 292
Aluminum Co. of Amer. 346 thru 348
American Chain & Cable Co... 6
American Chemical Paint Co.. 41
American Machine & Foundry Co. ..... 66
American Steel & Wire Div. 332-333, 394
Amplex Div. Chrysler Corp... 351
Anchor Plastics Co. ..... 409
Armstrong Cork Co. ..... 315
Athenia Steel ..... 377
Auto Radiator Mfg. Co. ..... 380
Automatic Spring Coiling Co. 378
Automotive & Aircraft Div... 6
Automotive Industries ..... 404

B

Babcock & Wilcox Co. ..... 2
Baldwin-Lima-Hamilton Corp. Hamilton Div. ..... 299
Baush Machine Tool Co. ..... 222
Beam Products Mfg. Co. ..... 390
Bendix Aviation Corp.:
Eclipse Machine Div. ....42, 311
Products Div. .....68, 71
Zenith Carburetor Div. .... 32
Bendix-Westinghouse Automotive Air Brake Co. .....176-177
Bergen Wire Rope Co. ..... 360
Binks Mfg. Co. ..... 382
Blanchard Machine Co. ..... 34
Blood Bros. Machine Div. .... 190
Borg & Beck Div. ..... 169
Borg-Warner Corp. ..163, 164, 172
Buffalo Bolt Co. ..... 372
Bullard Co. ..... 262
Bundy Tubing Co. .....302-303
Burton Auto Spring Corp. ... 307
Byers Co., A. M. ..... 179

C

CAV Ltd. ..... 414
Carr Fastener Co. ..... 178
Cellusuede Products, Inc. .... 410
Century Gas Equipment Co. .. 168
Chambersburg Engineering Co. ..... 26
Chicago Pneumatic Tool Co. .. 291
Chicago Screw Co. ..... 47
Chrysler Corp.
Amplex Div. ..... 351
Industrial Engine Div. ..... 231
Cincinnati Milling Machine Co. 44
Clamps, Inc., Div. Riker Mfg., Inc. ..... 409
Clark Equipment Co. ..... 49
Clearing Machine Corp. ..358-359
Cleveland Punch & Shear Wks. 290
Columbia-Geneva Steel Div. 31, 332-333, 394
Continental-Diamond Fibre Div. .....226-227
Continental Drill Corp. ..... 406
Continental Motors Corp..... 223
Copperweld Steel Co.
Ohio Seamless Tube Div. .. 61
Superior Steel Div. ..... 33
Cotta Transmission Co. ..... 175
Cross Co. .....296-297
Curtiss-Wright Corp. ..... 229

D

Dana Corp. (Spicer) .....385-386
Davis & Thompson Co. ..... 350
Delco-Remy Div. G.M. ....362-363
Denison Engineering Div. .... 391
Detroit Aluminum & Brass Corp. ..... 185
Detroit-Edison Co. ..... 294
Detroit Steel Products Div. .. 193
Diamond Chain Co. ..... 232
Dole Valve Co. ..... 331
Dow Corning Corp. ..... 258
du Pont de Nemours Co.
Elastomer Chemicals Dept.. 43
Fabrics Div. ..... 261
Teflon ..... 8
Dykem Co. ..... 410

E

Eastman Mfg. Co. ..... 399
Eaton Mfg. Co.
Valve Div. ..... 9
Foundry Div. ..... 84
Elmes Engineering Div. ..... 293
Enjay Co., Inc. ..... 52
Evans Products Co. ..... 396
Ex Cell O Corp. ..... 287
Excelsior Leather Washer Mfg. Co. ..... 392

F

Fairfield Mfg. Co. ..... 364
Federal Machine & Welder Co. ..... 397
Federal - Mogul - Bower Bearings Co.:
Bearings Co. of Amer. Div. ..... 189
Federal Mogul Div. ..... 339
National Seal Div. ..... 46
Federal Products Corp. ..... 67
Fellows Gear Shaper Co. ....82-83
Ferry Cap & Set Screw Co. ... 45
Firestone Steel Products Co... 182
Fitzgerald Mfg. Co. ..... 408
Foote Burt Co. ..... 85
Ford Motor Co. (Industrial Engine Dept.) ..... 224
Formsprag Co. ..... 60
Fuller Mfg. Co. ..... 188

G

G & O Mfg. Co. ..... 411
Garrett Corp. (Air Research Industrial Div.) ..... 401
Gear Grinding Machine Co. .. 238
Gillett & Eaton, Inc. ..... 381
Gisholt Machine Co. ..... 21
Gits Bros. Mfg. Co. ..... 405
Goshen Rubber Co. ..... 374
Great Lakes Steel Corp. ....18-19
Greenlee Bros. & Co. ..... 288
Gridley Machine Div. New Britain Machine Co. .....39-40
Guide Lamp Div. ..... 327

H

Hamilton Div. Baldwin-Lima-Hamilton ..... 299
Hansen Mfg. Co. ..... 338
Harrington & King Perforating Co. ..... 388
Hartford Machine Screw Co.. 324
Heald Machine Co.....2nd Cover
Herrmann, Karl L. ..... 408
Holley Carburetor Co. ..... 375
Huck Mfg. Co. ..... 406
Hyatt Bearings Div. ..... 5

I

Ingersoll Steel Div. ..... 171
Inland Mfg. Div. ..... 86

J

Johnson Products, Inc. ..... 368

# Advertisers

and not as part of the advertising contract. Every once will be made for errors or failure to insert.


K

Kelsey Hayes Co. ..... 56
Kent-Owens Machine Co. .... 14
King-Seeley Corp. ..... 30

L

Lake Shore, Inc. ..... 411
Lamb Electric Co. ..... 330
Lansing Stamping Co. ..... 411
La Salle Steel Co. ..... 402
La Salle Tool, Inc. ..... 64
Le Blond Machine Tool Co., R. K. ..... 398
Lees-Bradner Co. ..... 408
Lindberg Engineering Co. 55, 57, 59
Linde Co. ..... 194
Link Belt Co. ..... 225
Lipe Rollway Corp. ..... 393
Luber-Finer, Inc. ..... 369

M

McKay Machine Co. ..... 323
McLouth Steel Corp. ..... 383
McQuay-Norris Mfg. Co. .... 370
Mahon Co., R. C. ..... 301
Matthew & Co., Jas. H. ..... 387
Mechanics Universal Joint Div. ..... 167
Midland-Ross Corp. .....367, 379
Milford Rivet & Machine Co... 340
Miller Fluid Power Div. ..... 321
Molded Fiber Glass Body Co... 184
Moline Tool Co. ..... 342
Morse Chain Co. ..... 166

N

Nadella ..... 403
National Acme Co. .....16-17
National Industrial Advertisers Assn., Inc. ..... 400
National Malleable & Steel Castings Co. ..... 65
National Seal Div. ..... 46
National Standard Co. ..... 377
National Tube Div. .....31, 394
N.A.X. Alloy Div. .....18-19
New Britain Machine Co., Gridley Machine Div. .....39-40
New Departure Div. ..... 78
Niagara Machine & Tool Works .....62-63
Norton Co. .....22-23

O

Oakite Products, Inc. ..... 326
Ohio Seamless Tube Div. Copperweld Steel Co. ..... 61
Olin Mathieson Chemical Corp. 319
Olofsson Corp. ..... 305
Osborn Mfg. Co. ..... 395

P

Packard Electric Div. ..... 27
Palnut Co. ..... 361
Pangborn Corp. ..... 4
Parker Rust Proof Co. ..... 298
Perfect Circle Corp. ..... 196
Purolator Products, Inc. ..... 233

R

Ramsey Corp. ..... 373
Ransburg Electro-Coating Corp. ..... 328
Raybestos-Manhattan, Inc. Adhesive Dept. ..... 38
Equipment Sales Div. ..... 228
Republic Steel Corp. .....356-357
Reynolds Metals Co. .....365-366
Reynolds Wire ..... 377
Rochester Products Div. ..... 13
Rockford Clutch Div. ..... 170
Rockwell Spring & Axle Co. Brake Div. ..... 58
Blood Brothers Machine Div 190
Roebling's Sons, Inc., John A. 90
Ronald Press Co. ..... 409
Ross Gear & Tool Co. ..... 317
Ross Operating Valve Co. .... 341
Roto-Finish Co. ..... 264
Russell, Burdsall & Ward Bolt & Nut Co. ..... 88
Ryerson & Son, Jos. T. ..... 72

S

Sanborn Co. ..... 35
Schrader's Son, A. .....180-181
Schwitzer Corp. ..... 309
Sciaky Bros. ..... 50
Sealed Power Corp. ..... 329
Seaman-Andwall Corp. ..... 410
Sharon Steel Corp. ..... 191
Sheffield Corp. ..... 300
Southern Screw Co. ..... 349
Stackpole Carbon Co. ..... 334
Sterling Aluminum Products, Inc. ..... 325
Stewart Corp., F. W. ..... 12
Stewart-Warner Corp.: Alemite Div. ..... 25
Stow Mfg. Co. ..... 322
Strom Steel Ball Co. ..... 28
Sturtevant Co., P. A. ..... 410
Sun Oil Co. Industrial Products Dept. .36-37
Motor Products .....10-11
Sundstrand Machine Tool Co.. 230
Superior Steel Div. Copperweld Steel Co. ..... 33
Surface Combustion Corp. ... 183

T

Tennessee Coal & Iron Div. 332-333, 394
Texas Co. ..... 80
Thompson-Bremer & Co. ..... 66
Thompson Products, Inc.: Jet Div. ..... 48
Michigan Plant ..... 15
Valve Div. ..... 87
Thor Power Tool Co. ..... 353
Timken-Detroit Brake Div. ... 58
Timken Roller Bearing Co. Back Cover
Tomkins-Johnson Co. ..... 376
Torrington Co. ..... 236
Tourek Mfg. Co., J. J. ..... 407
Tung Sol Electric, Inc. ..... 354

U

United Carr Fastener Corp... 178
United Engine & Machine Co. 355
United States Gasket Co. .... 371
United States Steel Corp. 31, 332-333, 394
United States Steel Supply Div. ..... 394

V

Valvair Corp. ..... 335
Verson Allsteel Press Co. ..344-345
Vickers, Inc. .....51, 187, 289
Victor Mfg. & Gasket Co. .... 7

W

Wagner Electric Corp. ..... 384
Wagner Litho Machinery .... 377
Waldes Kohinoor, Inc. ..... 192
Warner Automotive Div. ..... 165
Waukesha Motor Co. ...1, 220-221
Wean Equipment Corp. ..... 24
Western Felt Works (Acadia) 20
Westinghouse Electric Corp. 29, 336-337
Wheland Co. ..... 54
Woodall Industries, Inc. ..... 389
Worcester Wire Works ..... 377
World-Bestos Div. Firestone Tire & Rubber Co. ..... 320
Wyman-Gordon ..... 235

Y

Yoder Co. ..... 387
Youngstown Sheet & Tube Co. ..... 53

Z

Z & W Mfg. Corp. ..... 340
Zollner Corp. .....3rd Cover

# The World's Leading Manufacturers of FUEL INJECTION EQUIPMENT *for Diesel Engines*




C.A.V.

## FUEL INJECTION EQUIPMENT DIVISION

**of LUCAS ELECTRICAL SERVICES, INC.**

Head Office: 501 West 42nd Street, New York
Sales Office: 14820 Detroit Avenue, Cleveland 7, Ohio
West Coast: 5025-29 W. Jefferson Blvd., Los Angeles 16, California

Canadian Distributors:
Joseph Lucas (Canada) Ltd.,
Head Office: 11 Davies Avenue, Toronto 8, Ontario
Branch Office: 3401 St. Antoine Street, Montreal 30, Quebec

# CLEAR-O-MATIC*

## The All-Temperature Piston

**UNIFORM SKIRT CLEARANCE FROM 20° BELOW ZERO TO 200° F**

**STEEL TENSION MEMBER**

Anchored only at pin bosses and cast in positive contact with I.D. of piston skirt

Controls Clearance Automatically



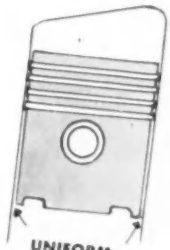

DESIGN ADAPTABLE TO FULL SKIRTED OR SLIPPER TYPE PISTONS FOR GASOLINE ENGINES FOR EVERY PURPOSE

## Sensational Performance

### Requires less than .001 Clearance

Cold or Hot, Clear-O-Matic Piston clearance stays constantly uniform. Required clearance is reduced to less than .001. This great development of the "All-Temperature" Piston by Zollner engineers provides another fine feature attraction for the modern motor car . . . smooth, quiet running engine . . . no cold slap . . . reduced friction without loss of durability or heat conductivity . . . no danger of scuffing or seizing. We suggest a test of these sensational performance advantages for your engine.

*T.M. Reg. Pat. App. For



UNIFORM EFFECTIVE SKIRT CLEARANCE AT ALL TEMPERATURES

1. Clearance maintained uniformly at all coolant temperatures from 20° below zero to 200° F.
2. Effective expansion identical with ferrous cylinder.
3. Steel tension member, with same effective expansion as cylinder, maintains uniform skirt clearance through entire temperature range.
4. Normal diametric clearance usually less than .001 with uniform skirt bearing.
5. Durability and conductivity comparable to heavy duty design.

ADVANCED ENGINEERING

PRECISION PRODUCTION

COOPERATION with Engine Builders

ZOLLNER PISTONS

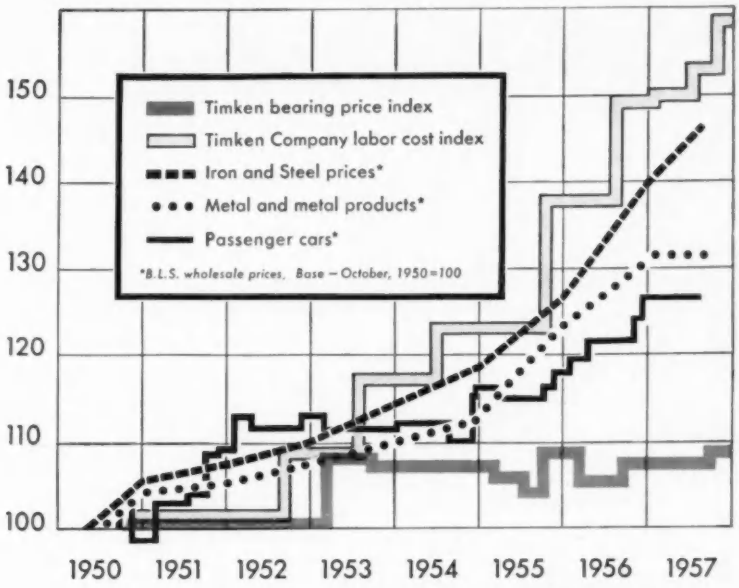
THE ORIGINAL EQUIPMENT PISTONS

ZOLLNER

ZOLLNER • Fort Wayne, Indiana

## Here's how we've been saving you money

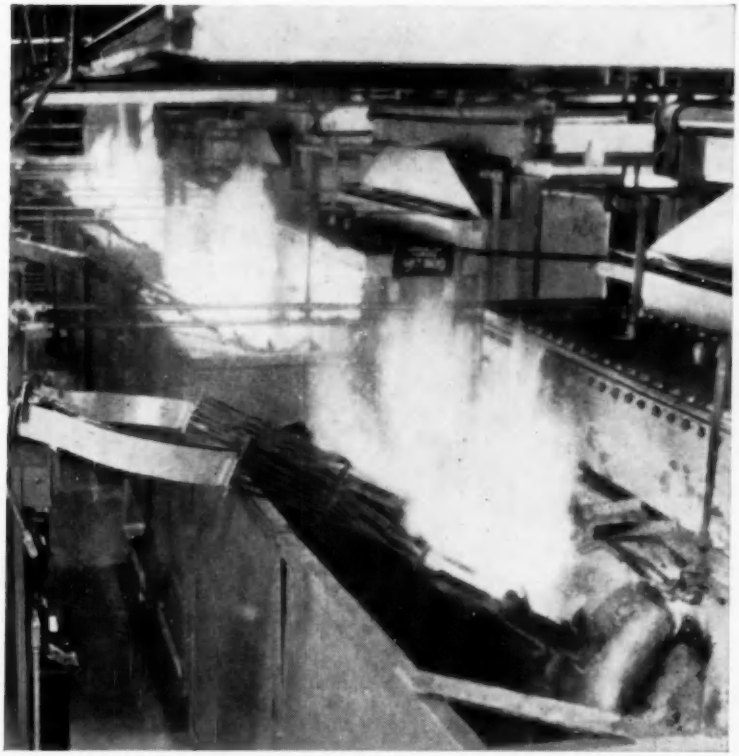
The chart at right shows costs climbing up, up, up. But not the cost of Timken® tapered roller bearings for automobiles. It's stayed down. And the auto industry helped keep it there by standardizing on the new Moto-Mated sizes of Timken bearings made in a revolutionary new bearing plant—a plant that has everybody talking. (See recent trade articles.)




TOTAL VEHICLE COST OF PINION, DIFFERENTIAL, REAR WHEEL AND FRONT WHEEL BEARINGS

## Here's how you can keep on saving

Here's part of the Moto-Mated plant that can turn out 30 million new design Timken bearings a year without a hand touching them. This extraordinary plant can *keep* your bearing costs down if you: 1) standardize on still fewer Moto-Mated bearing sizes to help us make even longer production runs; 2) use more Timken bearings and keep Moto-Mation at full-tilt, cost-saving production. The Timken Roller Bearing Company, Canton 6, Ohio. Canadian plant: St. Thomas, Ontario. Cable address: "TIMROSCO".





***BEATING INFLATION WITH MOTO-MATION...***

**TIMKEN**

TRADE-MARK REG. U. S. PAT. OFF.

**TAPERED ROLLER BEARINGS**